

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ALMANAC

**Christine Todd Whitman
Governor
State of New Jersey**

**John J. Haley Jr.
Transportation Commissioner
NJ Transit Board Chairman**

**NJ
HE
206.3
N532
1997
C.1**

FOR MORE

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ALMANAC

Christine Todd Whitman
Governor
State of New Jersey

John J. Haley Jr.
Transportation Commissioner
NJ Transit Board Chairman

NJDOT RESEARCH LIBRARY

NJDOT RESEARCH

FOREWORD

The New Jersey Department of Transportation's mission is to deliver a safe, reliable and affordable transportation system that is consider to be the best -- every day and in every way -- by those who live, work, play and invest in New Jersey.

Since New Jersey has one of the most diverse and intensely used intermodal transportation systems in the nation, its maintenance and management poses an extraordinary challenge. It often entails a delicate balancing act as we seek to accommodate economic and residential growth without compromising New Jersey's precious natural resources.

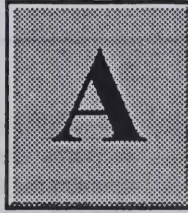
There are more than 10,700 miles of highway lanes in New Jersey, 6,300 bridges and 52 public use airports. We have the busiest port on the eastern seaboard and the third largest public transit system in the United States. Add to that the transportation infrastructure that falls under the jurisdiction of hundreds of municipalities, counties, authorities and commissions and you can understand why the operation and oversight of the system represents a unique challenge.

This almanac is intended to help professionals and private citizens navigate the maze of federal, state and local agencies that regulate the transportation industry. It provides explanations and insights as well as historical perspective and current realities.

I hope you will find it a useful tool and a source of enrichment.

John J. Haley Jr.
December 1997

NS
HE
206.3
NS32
1997
C.1



AASHTO TRAC PROGRAM

The AASHTO TRAC program is a nationwide educational initiative designed by the American Association of State Highway Transportation Officials to get high school students interested in careers that relate to transportation and civil engineering.

A primary focus of TRAC (Transportation and Civil Engineering) is the minority and female youth since statistical data have revealed a serious under representation of minorities and females in the transportation profession.

The AASHTO TRAC program is envisioned as a vehicle to diversify the transportation industry with qualified minorities and females. In June, 1996, the NJDOT joined the program.

ACCESS TO HIGHWAY PROGRAM

This NJDOT program provides municipalities and others a permit to occupy state highway right of way. This allows for the use of the state right of way for the construction of sidewalks, curbs and curb cuts, driveways, buildings, telephone booths, municipal bus shelters, benches, guide rail, landscaping or for temporary uses such as banners or detours.

ADOPT-A-HIGHWAY PROGRAM

The New Jersey Adopt-a-Highway program began in the spring of 1991. It is supported by private citizen volunteers and is intended to assist the NJDOT's ongoing efforts to make New Jersey's highways more attractive while, at the same time, control the cost of litter removal.

Volunteers may choose to remove litter four times a year, or landscape and maintain a section of the state highway system. In exchange, a sign is installed on the side of the roadway informing motorists and pedestrians that the highway has been adopted. The sign also contains the name of the volunteers.

As of Jan. 1, 1997, 685 sections of highway

have been adopted. Nearly 890 miles of highway (40 percent of the system) have been adopted.

Since the program's inception, more than 175 tons of litter have been collected and removed.

More than 5,000 persons have volunteered to participate in the program. Information about the program can be obtained by calling toll free 1-800-2ADOPT1.

AEROFLEX-ANDOVER AIRPORT

The Aeroflex-Andover Airport is situated in the upper northwest corner of New Jersey. It is located in Andover township, Sussex County, and lies 56 miles west of New York City.

The airport is located two miles north of Andover, and it is surrounded by a state park and two lakes.

The airport has more than 50 based aircraft, with 23,000 annual operations.

It is owned and operated by the New Jersey Forest fire Service and is zoned as a state park. The facility plays an integral role in fighting forest fires.

Aeroflex-Andover has a single runway (1,981 feet) with a nonprecision circling approach, medium intensity runway lighting and a full-length taxiway. It offers fuel, maintenance, flight instruction, tie-downs and hangar space.

AIA

An acronym standing for the American Institute of Architects.

AIRPLANE FLIGHT

In 1907, the first heavier-than-air ship in New Jersey made its debut in Iselin, and by 1909 the first airplane company, the Wright Company, began manufacturing aircraft in Paterson. One year later, at the Atlantic City Air Carnival, Richard Brookins in a Wright bi-plane became the first pilot to reach an

altitude of more than one mile. The Legislature passed the first law to regulate such flying exhibitions in 1913.

Two years later, the Aeromarine Company was founded in Keyport. During World War I, the plant manufactured patrol planes for the Navy.

Other airplane manufacturers during the early 1900s included the Standard Aircraft Corporation of Linden, Witterman-Lewis Company of Teterboro and Wright Aeronautics Corporation of Wood Ridge.

Although temporary air mail service was offered from Bayonne to Perth Amboy, Ocean City and Stone Harbor in 1912, it was not until 1918 that the first full time air-mail service in the country began. This mail route, which extended from Curtiss Field, Long Island, to East Potomac Park in Washington D.C., included Hadley Field in South Plainfield as an alternate landing site.

In 1927, Air Express Service, a freight operation, began at Hadley Airport, and by 1928 Hadley had two international air services. One route transported passengers and mail to Montreal and the other carried mail to Mexico City.

It was at Teterboro Airport that Anthony Fokker built "America," a tri-motor airplane that was used by Commander Richard E. Byrd to fly across the Atlantic Ocean to France in 1927.

On May 20 and 21 that same year, Charles Lindbergh completed the first solo trans-Atlantic flight from New York to Paris in 33 ½ hours.

His flight prompted officials of Newark to authorize construction of a municipal airport for the city and by 1928 construction began on the then 68-acre site.

During the Twenties and Thirties, the "romantic age" of flying, several record-breaking aviators utilized airport facilities in New Jersey. Among them were Charles Lindbergh, Eddie Rickenbacker, Amelia Earhart, Howard Hughes, Clarence Chamberlin, Bernt Balchen and James Doolittle.

In 1929, the legislature adopted the uniform Aeronautics Act, which set up regulatory standards in the field of aviation.

AIRPORTS

Airports in New Jersey are operated by a variety of agencies. The Port Authority of New York

and New Jersey operates Newark and Teterboro Airports. The South Jersey Transportation Authority operates the Atlantic City International Airport. County agencies operate airports in Cape May, Ocean, Mercer and Essex counties. Linden, Hammonton, Ocean City, Woodbine, Morristown, Millville and Atlantic City operate municipal airports.

There also are numerous airports throughout the state that are privately owned and operated.

Federal aviation facilities in New Jersey include the FAA Technical Center at Atlantic City International Airport, Lakehurst Naval Air Engineering Center and Maguire Air Force Base.

Scheduled airline service is provided at four airports -- Newark International, Atlantic City International, Mercer County and Cape May County. With the exception of Atlantic City International and Newark, these facilities offer only connecting service to major northeastern airports.

ALLAIRE AIRPORT

Located in Monmouth County, Allaire Airport is near the junction of Interstate 195 and the Garden State Parkway. The airport is the largest (850 acres) privately-owned, privately-funded, public use aviation facility in New Jersey.

The facility has two runways. One measures 7,000 feet in length; the other 3,500. The longer runway is equipped with medium intensity lighting and a nonprecision approach. The airport itself is served by a nonprecision circling approach and is outfitted with an automated weather observation station.

The airport accommodates more than 173,000 operations each year. Approximately 275 aircraft are based at the airport, including almost 60 multi-engine aircraft. Among the users of the facility are aerial advertising and banner towing firms and spotters for the fishing industry.

ALS

An acronym for Approach Lighting System, an aeronautical navigational aid.

ALTERNATIVE FUEL VEHICLES

The New Jersey Department of Transportation maintains a fleet of vehicles powered by electricity and

natural gas for the use of its employees to measure the efficacy and environmental benefits of using them on a wider scale.

In addition, since 1991 NJ Transit has been operating five buses that run on natural gas as part of a pilot project conducted with the assistance of the natural gas industry and bus engine manufacturers.

In 1995, NJ Transit replaced older diesel buses with new vehicles that operate with clean diesel engines, which reduce emissions by 90 percent.

In 1997, \$35 million was appropriated to buy 50 compressed natural gas buses for NJ Transit. The agency's Howell bus garage was equipped to fuel and maintain the new vehicles, which will travel the Route 9 corridor.

The department is also testing zero-pollution fuel cell vehicles.

AMERICAN ASSOCIATION OF MOTOR VEHICLE ADMINISTRATORS

The American Association of Motor Vehicle Administrators (AAMVA) consists of those in charge of state motor vehicle licensing, registration and inspection operations.

Its goal is to share information and enhance the delivery of services to customers while weighing the pros and cons and the costs versus the benefits to the consumer and the employee.

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO)

The American Association of State Highway and Transportation Officials (AASHTO) is based in Washington D.C. It is comprised of state officials in charge of transportation matters. The purpose of the association is to foster the development, operation and maintenance of a nationwide integrated transportation system.

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act was adopted by Congress in 1990. It mandates sweeping changes in building codes, transportation and hiring practices to prevent discrimination against persons with disabilities, not just in projects involving federal

dollars, but all new projects involving public places, conveyances and employers.

The significance of the ADA in transportation is felt mainly in terms of transit operations, capital improvements and hiring.

AMTRAK

An acronym, drawn from the words *American travel by track*, refers to the National Railroad Passenger Corporation.

It was established by Congress in 1970 to take over intercity passenger operations from railroads that wanted to drop passenger service.

All except Southern Railway, Denver and Rio Grande Western Railroad, and the Chicago, Rock Island and Pacific Railroad elected to do so.

Amtrak contracts with railroads for the use of their tracks and certain other operating equipment and crews.

The only tracks and infrastructure now actually owned by Amtrak are the Northeast Corridor, which runs from Washington to Boston, and some shorter stretches of track in Pennsylvania, New York and other places.

Amtrak, which is headquartered in Washington, is subsidized in part by federal funds appropriated yearly by Congress and administered through the U.S. Department of Transportation. About 20 percent of Amtrak's operating budget consists of federal funds.

It employs 23,000 people and runs 212 trains a day carrying 60,000 intercity passengers.

Approximately 35,000 passengers a day ride Amtrak trains in the Northeast Corridor, and 800,000 ride commuter trains from Virginia to Massachusetts that run over lines Amtrak owns or maintains.

To offset its chronic debt problem, Amtrak has begun to combine cargo with passenger service.

Amtrak's Northeast Corridor links New Jersey with the major metropolitan areas of the Northeast including Philadelphia, Wilmington, Baltimore and Washington D.C. to the south and New York, New Haven, Springfield, Providence and Boston to the north.

Amtrak has station stops at Trenton, Princeton Junction, New Brunswick, Metropark (Iselin) and Newark.

APA

An acronym standing for the American Planning Association.

APTA

An acronym for the American Public Transit Association.

The organization, based in Washington D.C., represents the nation's public transit systems that provide mobility to millions of Americans every day, the industry's suppliers and manufacturers, and other advocates of improved public transportation.

ASLA

An acronym for the American Society of Landscape Architects.

ASM5015

A test that measures emissions while a vehicle is operated on a dynamometer for between 30 and 90 seconds at a steady speed of between 14 and 16 miles per hour.

ASR

An acronym for Airport Surveillance Radar — a navigation instrument used to control air traffic within the immediate airport traffic areas.

ATLANTIC CITY EXPRESSWAY

The Atlantic City Expressway, one of three toll roads in New Jersey, is administered by the South Jersey Transportation Authority, which was created by the Legislature in 1991 as the successor to the Atlantic City Expressway Authority and the Atlantic County Transportation Authority.

Construction of the Atlantic City Expressway was authorized by an act of the Legislature in 1962. Revenue bonds in the amount of \$46.8 million were issued on Jan. 22, 1963, and a second series totaling \$5.825 million on Dec. 21, 1964, to finance the construction from Route 42 at Turnersville to the terminus in Atlantic City.

The entire 44-mile Expressway was completed on July 31, 1965.

In its first full year of operation, 1966, the Expressway was used by 6,096,547 vehicles. The

vehicle count for 1980 was 19,998,359; 1985, 35,665,732; 1990, 45,035,072; and 1995, 47,602,146.

ATLANTIC CITY**INTERNATIONAL AIRPORT**

Atlantic City International Airport is located approximately 10 miles northwest of Atlantic City. It is a small hub primary commercial airport that serves a variety of aviation needs: scheduled commercial, charter and air taxi passenger service; Air National Guard activity; and FAA Technical Center operations. Annual capacity is in excess of 236,000.

Originally, it was a joint-use aviation facility occupied by three major operators: the Federal Aviation Administration Technical Center, the City of Atlantic City passenger terminal, and the New Jersey Air National Guard. Commercial operations are now regulated by the South Jersey Transportation Authority.

Aeronautical facilities are spread over the 6,000 acres of land within the airport's boundary. There are two major runways, one measuring 10,000 by 180 feet and the other, 6,144 by 150 feet.

There are no individual aircraft storage hangars for private general aviation aircraft. However, the facility does have a general aviation transient ramp.

Construction has begun on a \$5 million corporate jet maintenance facility. The airport is also scheduled to become a launch site for communications satellites as part of a multi-million-dollar deal between the South Jersey Transportation Authority and Eclipse Space Lines Inc. of San Bernardino, Calif.

**ATLANTIC CITY/BRIGANTINE
CONNECTOR PROJECT**

The approximately 2.4-mile Atlantic City/Brigantine Connector Project was authorized in January, 1997 and will connect the Atlantic City Expressway with the new Atlantic City Convention Center and the city's marina district. It is part of an overall transportation plan to improve the traffic flow into and out of the city, from the Boardwalk and marina areas. The project was also designed to serve as a catalyst for economic growth in the region.

The \$330 million project is a cooperative venture involving both the state and private sector. The South Jersey Transportation Authority and the Casino

Reinvestment Development Authority are contributing \$125 million towards the project. Mirage-Resorts Inc., which plans a \$750 million, 2,000-room casino in the marina district, is providing a \$55 million cash outlay.

The project is expected to produce 15,000 casino hotel jobs and 96,000 construction-related jobs. Construction is tentatively scheduled to start in the summer of 1998 and last about 30 months.

AUTHORITIES

Authorities have a profound impact on New Jersey's transportation system. Eight authorities have been established to construct and operate major highway, port and aviation facilities in the state.

New Jersey's three toll roads -- the New Jersey Turnpike, Garden State Parkway and Atlantic City Expressway -- serve the most heavily traveled intercity corridors in the state. Combined, they comprise only one percent of the state's total highway mileage. However, they carry more than 10 percent of the total vehicle miles of travel in the state.

The Port Authority of New York and New Jersey operates four bridge and two tunnel crossings between the states, Newark International Airport, the PATH rapid transit line, a bus terminal in Jersey City and ports in Newark and Elizabeth.

The Delaware River Port Authority operates four bridge crossings between New Jersey and Pennsylvania and the PATCO rapid transit line.

The Delaware River and Bay Authority controls the Delaware Memorial Bridge and the Cape May-Lewes Ferry.

The South Jersey Transportation Authority operates the Atlantic City Expressway, Atlantic City International Airport and will oversee the Atlantic City Tunnel.

The North Jersey Transportation Planning Authority is one of three metropolitan planning organizations (MPOs) in New Jersey. The MPOs are authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and are responsible for reviewing and approving state and federally funded transportation projects affecting their region.

AUTOMATIC TRAIN CONTROL

An automatic train control (ATC) system uses

electrical impulses in the rail to send a continuous signal through the train's computer to the engineer in the locomotive. The system continuously monitors the conditions of the railroad as the train is proceeding.

ATC provides protection against a broken rail by notifying the engineer in advance of the condition so the train can be stopped. It sends an alarm to the engineer when the train is not slowing properly as it approaches a stop signal. In addition, the system offers protection against an improperly thrown switch by alerting the engineer in advance.

NJ Transit has installed and maintains 531 track miles of automatic signaling to enhance the efficiency and safety of its train operations. It will have an ATC system on 423 miles by December 1998.

AUTO SAFETY HOTLINE

The U.S. Department of Transportation and the National Highway Traffic Safety Administration have established a toll-free hotline for consumers to call to report suspected vehicle safety defects. It is 1-888-DASH-2-DOT.

AVIATION

New Jersey has 52 public use airports.

Aviation in New Jersey began before rail or bus transportation systems were in use. In 1793, Jean-Pierre Blanchard, a French adventurer-balloonist, completed the country's first man-carrying interstate balloon flight at Woodbury. The trip, which began in Philadelphia, lasted 46 minutes.

The first manned parachute descent in the United States was made by Louis Charles Guille in 1819 in Jersey City.

Charles Ferson Durant of Jersey City was the first professional balloonist in the United States. Durant, who received his flight training in France, piloted his hydrogen-filled balloon from Castle Garden, New York to South Amboy in 1830.

The use of balloons increased during the 1800s and by the time of the Civil War, balloon flights were used for military observations.

Balloons evolved into the lighter-than-air sips, or dirigibles, and by 1919 Lakehurst Naval Air Station became known as the "Lighter Than Air Capital of the World." It served as the home base for every Navy

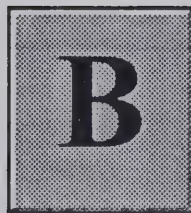
dirigible and the German trans-Atlantic airships Graf Zeppelin and Hindenburg. The latter ended a trans-Atlantic flight in disaster in 1937 when it burst into flames while approaching a mooring mast at Lakehurst.

AVIATION FUNDING PROGRAMS

The NJDOT awards grants for programs designed to promote safety and preserve facilities at public use airports.

The funding level, which has been approximately \$10 million a year, has been appropriated for the following categories: airport preservation, improved air carrier service program to aid economic development, new global positioning system approaches, New Jersey capital improvement program, New Jersey aviation business loan program, aviation promotion, airport pavement, obstruction removal, planning studies and airport master planning.





BADER FIELD

Atlantic City Municipal Airport, more commonly known as Bader Field, is located in the southeastern part of the state in Atlantic County. It is approximately eight blocks from the Atlantic City Boardwalk.

Bader Field, which opened on May 10, 1919, is the oldest continuously active airport in New Jersey. It may have been the country's, perhaps the world's, first official airport. It certainly was the first facility of its kind to be called an "airport." The word was apparently coined by an editor of the *Atlantic City Press* and used to describe the Bader Field operation.

Initially, it was a private field owned by Henry Woodhouse, who subsequently sold it to Atlantic City on July 10, 1922. The airport was named for then-Mayor Edward L. Bader.

Charles Lindburgh used Bader Field as did famed stunt pilot Glenn Curtiss, who performed his exploits on the beach in Atlantic City. Bader Field was mentioned as a staging point in Orson Wells' radio broadcast of the *War of the Worlds* that sparked a panic in New Jersey and other parts of the nation.

Bader Field boasted one of the first seaplane bases anywhere. During World War II, Bader was a primary base of operations for the Civil Air Patrol, whose volunteer pilots flew their privately-owned small airplanes off the coast on reconnaissance and bombing missions against the German submarine fleet.

In the late 1940s, numerous improvements were made to the airport, including the paving, drainage and grading of runways and taxiways. In the late 1980s, more capital improvements were made, including the construction of the 2,600-foot Runway 4/22, the rehabilitation of the 2,950-foot Runway 11/29, the construction of an air traffic control tower and installation of additional apron area.

In 1967, South Jersey Airways became Bader Field's operator and began to provide professional aviation training and various maintenance and line

services to the airport's customers. The upward trend continued during the '70s and '80s, as Atlantic City's casinos grew in size and number, under subsequent operators -- Butler Aviation and Pan American World Services. During this 20-year period, carriers such as Allegheny, Delta, TWA, United, Continental Express and Trump Air, used Bader Field.

Passenger activity dropped in the late 1980s, in part due to a change in marketing strategy by the casinos, which relied primarily on day-trippers arriving by bus. A rapid rise in the cost of fuel and general aviation aircraft also contributed to the decline.

Night operations have ceased, there is no fixed based operator and the airfield now offers no on site services.

BAYONNE BRIDGE

Operated by the Port Authority of New York and New Jersey, the Bayonne Bridge joins Port Richmond, Staten Island, and Bayonne. It crosses the Kill van Kull.

The total length of the bridge, including its approach roads, is 8,460 feet. The steel-arch structure carries four lanes of traffic. Some 4 ½ million cars use the bridge each year. Opened in 1931, it is still the world's longest man-made arch, with a span of 1,675 feet.

BENJAMIN FRANKLIN BRIDGE

Owned and operated by the Delaware River Port Authority, the Benjamin Franklin Bridge connects Route 30 in Camden with Philadelphia. It opened in 1926.

BETSY ROSS BRIDGE

The Betsy Ross Bridge, owned and operated by the Delaware River Port Authority, links Delair (Pennsauken Township) with Philadelphia. It opened in 1976 and has eight lanes.

BICYCLE ACCESS RESTRICTIONS

Bicycle traffic is restricted by regulation on the following roads: Garden State Parkway, entire length; New Jersey Turnpike, entire length; Atlantic City Expressway, entire length; Route 1 Freeway, City of Trenton, Mercer County; Route 18 Freeway, Wall Township, Ocean Township, Neptune Township and Neptune Borough in Monmouth County; Route 29 Freeway, City of Trenton, Mercer County; Route 52, Somers Point, Atlantic County, and Ocean City, Cape May County; Route 208 Freeway, Boroughs of Fairlawn, Glen Rock, Franklin Lakes and Oakland in Bergen County, and Hawthorne Borough in Passaic County; and all Interstates.

BICYCLE & PEDESTRIAN MASTER PLAN

The Statewide Bicycle & Pedestrian Master Plan was prepared for the New Jersey Department of Transportation in 1995.

It offers a policy and action plan for improving the bicycling and walking environment throughout the state.

The plan is part of a comprehensive planning process that was mandated in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and is in accordance with the NJDOT's long standing policy to address bicycle and pedestrian concerns.

The department's efforts are overseen by a Bicycle/Pedestrian Advocate who is assigned to the Bureau of Mobility Strategies.

It is estimated that nearly 10,000 people bicycle and another 157,000 walk to work each day in New Jersey.

Since another 350,000 people live within five miles of their work and drive to their jobs daily, the strategic goal is to get more of them to consider bicycling or walking.

Another goal of the plan is to encourage more commuters to use their bicycles to get to train stations.

BICYCLE COALITION OF THE DELAWARE VALLEY

A bicycle advocacy group based in Philadelphia and serving the Philadelphia metropolitan region.

BICYCLE COALITION OF NEW JERSEY CYCLISTS

A statewide bicycle advocacy organization based in Pennsauken.

BICYCLE HELMET LAW

Since July 1, 1992, all children under 14 years of age in New Jersey are required to wear a properly fitted and fastened bicycle helmet whenever they operate or ride a bicycle. New Jersey's mandatory bicycle helmet law also applies to children riding in a "child carrier" restraining seat or in a trailer towed by a bicycle.

Children who violate the law receive a warning from the police. Their parents or legal guardian may be fined up to \$25 for a first offense and up to \$100 for every repeat offense.

Vendors who sell or rent bicycles must display a signing alerting customers about the law. Anyone who rents a bicycle must offer to rent a helmet to any customer under 14 who does not already have one.

BICYCLES ON MASS TRANSIT

Collapsible bicycles are accommodated at all times on all NJ Transit rail lines. Standard frame bicycles are accepted only during off-peak hours and with a permit. Other restrictions apply.

No bicycle of any type is allowed on transit or commuter buses.

B.I.K.E. INC.

A New Jersey not-for-profit corporation based in Chatham that seeks to improve and increase the use of bicycle transportation.

BLAIRSTOWN AIRPORT

Blairstown Airport is located in Warren county, eight miles from the Delaware Water Gap and 10 miles from Pennsylvania. It is situated on 200 acres and is privately owned. It is home base to 137 aircraft and approximately 50,000 annual operations. Its single runway measures 3,100-by-55 feet.

A full-length taxiway serves the runway. The airport is equipped with a nonprecision approach and medium intensity runway lighting.

BLUE STAR MEMORIAL HIGHWAY COUNCIL

The Blue Star Memorial Highway, consisting of sections of Routes 22, 78, 80, 95, 295 and 287, was designated by the Legislature in 1948 as a "living memorial" in tribute to the men and women of New Jersey who served in the armed forces during World War II.

The council was created in 1986 to plan for, and offer advice concerning, the landscape plantings and roadside facilities of the Blue Star Highway. Members serve four-year terms and are unsalaried.

BRIDGES

There are 6,302 bridges in New Jersey that are more than 20 feet in length. There also are 2,520 bridges that are less than 20 feet in length.

NJDOT-owned bridges total 2,331; NJ Transit highway bridges, 115; county-owned, 2,420; toll-agency owned, 1,131; orphaned bridges maintained by NJDOT, 134; Palisades Interstate Park Commission-owned bridges, 15; privately-owned bridges, 19; municipal and county commission-owned, 42; state park bridges, 44; bridges owned by the Department of Environmental Protection but maintained by NJDOT, 42; federal-owned, seven; and New Jersey Sports and Exposition Authority-owned bridges, two.

BULL'S ISLAND STATE PARK FOOT BRIDGE

Extending from Raven Rock in New Jersey to Route 32 in Pennsylvania, this old foot bridge does not appear on most maps.

On the New Jersey side, there is a campground and recreation area where the Delaware and Raritan Canal begins.

On the Pennsylvania side, there is an historic, old inn beside the bridge in the old settlement of Lumberville. The Pennsylvania Canal passes under the bridge here. The canal runs along the river from Easton, Pa. To Bristol, Pa.

BURLINGTON BRISTOL BRIDGE

The Burlington Bristol Bridge connects Burlington County Route 541 in Burlington with Pennsylvania Route 413 in Bristol, Pa. The two lane

toll bridge was opened in 1931 and is operated by the Burlington County Bridge Commission.

BURLINGTON COUNTY BRIDGE COMMISSION

The Burlington County Bridge Commission was created by an act of the legislature in October 1948. The commission purchased the privately-owned Burlington Bristol Bridge Company, which had previously purchased the Tacony-Palmyra Bridge Company.

The commission now owns and operates two interstate toll bridges, the Tacony-Palmyra Bridge (opened in 1929) and the Burlington Bristol Bridge (opened in 1931). In addition, it owns and operates five toll-free bridges -- Riverside-Delanco, Pennsauken Creek, Route 73 Overpass, Swedes Run and Pompeston Creek -- and seven miles of River Road between Route 73 and Rancocas Creek.

BUSINESS TRANSIT ALLIANCE (BTA) PROGRAM

This program, administered by NJ Transit, provides advice to employers about public transportation options. It promotes ridership on transit and works with employers to find commuting solutions in suburban and urban markets.

Using direct mail pieces, "Transit Days" at businesses and free ride promotions, the Business Transit Alliance works with employers, chambers of commerce, planners and others to publicize how employees can enjoy the transit trip.

BUS TRANSIT

In 1921, the Legislature passed the Elliot Act, which classified the bus as a public utility when operating on streets that paralleled a railroad company's operations. But the law did not end the battle that had begun between trolley and bus owners.

Fare wars, trolley-men strikes and bitter competition continued until 1924, when the court ruled that bus and trolley service should be coordinated through single ownership.

Since the Public Service Corporation owned most of the trolley companies at that time, it was

selected to coordinate these activities by purchasing the permits of competing bus lines.

Public Service became the major bus company in New Jersey in the ensuing years through the acquisition of other bus companies' permits.

It eventually became Transport of New Jersey, which was purchased by NJ Transit in October, 1980.

Interstate bus commerce began in 1925, and by the end of that year there were 11 interstate bus lines between New Jersey and New York City.

The Paterson-New York Transit Company Inc. was the first known bus company to provide service between New Jersey and New York City. Before the Holland Tunnel opened in 1927, bus companies used ferry boats to cross the Hudson River.

For about 10 years after the end of World War II, the bus industry maintained high popularity. Then, as more people shifted to the automobile, bus companies began losing money.

In 1969, the Legislature approved a program of financial aid for essential bus services in imminent danger of abandonment. The program provided for a county to share with the state in supporting operations serving that county.

NJ Transit, the state's public transportation corporation, was created by the Public Transportation Act of 1979.

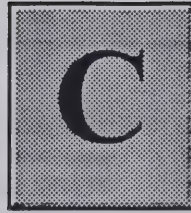
In 1980, NJ Transit purchased Transport of New Jersey, the state's largest private bus company. Between 1981 and 1985, several other bus companies were acquired and incorporated into NJ Transit's bus operations.

Today, NJ Transit has a fleet of 1,900 buses and more than 170 bus routes. NJ Transit buses accommodate 135 million passenger trips a year and cover 76.9 million miles.

There are 110 private bus carriers enrolled in NJ Transit's allocation program, and they operate 802 buses.

Although NJ Transit is the largest public transportation service provider in the state, one third of the bus service in New Jersey is provided by private bus companies.





CAMDEN COUNTY AIRPORT

Camden County Airport is located in Winslow Township in the eastern portion of the greater Philadelphia metropolitan area.

It is a public-use general aviation airport owned and operated by Garden State flying Service Inc. It is the only airport in Camden County.

The airport has about 60 based aircraft and experiences approximately 23,500 annual operations. Its runway measure 3,102 feet in length and is equipped with a nonprecision circling approach.

CAPE MAY COUNTY AIRPORT

The airport, owned and operated by Cape May County, is located in Lower Township on the most southern tip of the state near Cape May Point.

It is recognized as one of the state's largest general aviation facilities, covering 1,000 acres.

Home base to approximately 70 private and corporate aircraft, the facility handles about 60,000 operations each year.

The airport has three runways, all 4,000 or more feet in length.

The primary runway measures 4,998-by-150 feet and is outfitted with high intensity runway lighting, precision approach path indicators and two nonprecision approaches.

Another is equipped with medium intensity runway lighting.

CAPE MAY COUNTY BRIDGE COMMISSION

Created by resolution¹¹ of the Cape May Board of Freeholders in 1938, the commission operates eight facilities in Cape May County: five toll drawbridges, one toll-free drawbridge and two toll-free fixed bridges.

The bridges under the commission's jurisdiction, and the year of opening, are: Mill Creek, 1940; Upper Thorofare, 1940; Middle Thorofare, 1940,

(toll); Grassy Sound, 1940, (toll); Great Channel, 1940; Townsends Inlet, 1940, (toll); Corsons Inlet, 1948, (toll); and Ocean City-Longport, 1928, (toll).

CAPE MAY-LEWES FERRY

Operated by the Delaware River and Bay Authority, this ferry service is the sole connection between the southern terminus of the Garden State Parkway in Cape May County, New Jersey, and US 13 (Ocean Highway) in Lewes, Delaware, on the Delmarva Peninsula.

The 16-mile trip across the Delaware Bay takes about 70 minutes.

The authority has five vessels servicing the line, which began operations in 1964.

CAPITAL ACQUISITION (CAP)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. Capital Acquisition (CAP) is a term used to denote the acquisition of rolling stock by NJ Transit.

CELLULAR TOWERS

In keeping with the federal Telecommunications Act of 1996, federal policy and recent court decisions, the NJDOT recognizes the siting of wireless communications facilities as an inherently beneficial use of its right-of-ways.

One of the primary benefits of the wireless communications antenna program, from the department's perspective, is its potential to enhance emergency 911 service and other communication systems beneficial to motorists and the general public.

By mid-1996, the NJDOT had received approximately 120 applications to install wireless communications antennae on department right-of-ways.

The NJDOT's policy is to consider antenna siting requests on a non-discriminatory basis provided

the carriers are licensed by the Federal Communications Commission; receive approval from the local community, and enter into a negotiated master agreement with the department concerning the fees, terms and conditions that apply to all such installations as may be approved and licensed by the NJDOT on a site-by-site basis.

CENTRAL JERSEY REGIONAL AIRPORT

Formerly known as Kupper Airport, Central Jersey Regional Airport is located in Hillsborough Township, Somerset county and is 34 miles southwest of New York City.

Home to almost 130 single and multi-engine aircraft, the airport logs approximately 41,700 operations a year. It is situated on 119 acres, privately-owned and designated a reliever airport.

The single runway is 3,450-by-50 feet. The airport has a circling nonprecision instrument approach and medium intensity runway lighting.

CLEAN AIR ACT AMENDMENTS OF 1990

The federal Clean Air Act Amendments adopted by Congress in 1990 identify "mobile sources" (vehicles) as primary sources of pollution and call for stringent new emission standards in metropolitan areas and states where attainment of National Ambient Air Quality Standards is or could be a problem.

COMMERCIAL VEHICLE OPERATIONS (CVO)

CVO is a component of Intelligent Vehicle Highway Systems. IVHS technology is applied to trucking activities.

COMMISSIONER OF TRANSPORTATION

Since the New Jersey Department of Transportation was created in 1966, replacing the State Highway Department, 14 persons have held the position in either an acting or permanent capacity.

They are: David J. Goldberg, December 12, 1966-January 29, 1970; John C. Kohl, January 29,

1970-January 15, 1974; Alan Sagner, January 21-1974-August 15, 1977; Russell H. Mullen (acting), 1977-1978; Louis J. Gambaccini, May 22, 1978-September 25, 1981; Anne P. Canby, August 13, 1981-April 16, 1982; John P. Sheridan, Jr., May 19, 1982-May 4, 1985; Roger A. Bodman, May 10, 1985-May 26, 1986; Hazel Frank Gluck, May 27-1986-July 7, 1989; Robert A. Innocenzi (acting), July 7, 1989-March 26, 1990; Thomas M. Downs, March 26, 1990-December 6, 1993; Kathy A. Stanwick (acting), December 7, 1993-1994; Frank J. Wilson, April 6, 1994-December 31, 1996, and John J. Haley, Jr., January 1997 -.

The commissioner is chairman of the board of NJ Transit and a member of the board of the Port Authority of New York and New Jersey.

He is chairman of the New Jersey Transportation Trust Fund Authority and the New Jersey Transportation Executive Council. He is a member of the Metropolitan Planning Organizations (MPOs) serving New Jersey and an ex-officio member of the New Jersey Turnpike Authority, New Jersey Highway Authority and the South Jersey Transportation Authority.

CONGESTION MANAGEMENT SYSTEM (CMS)

Congestion Management System requires large metropolitan areas (200,000 population or more) and states to develop management plans that make new and existing transportation facilities more effective through the use of travel demand management strategies.

The CMS requirement strengthens the link between the Clean Air Act Amendments and ISTEA.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ)

The Congestion Mitigation and Air Quality Program, a \$6 billion funding initiative contained in Title 1 of ISTEA, provides funds for projects and activities that reduce traffic congestion and improve air quality.

To be eligible for CMAQ, projects and activities must contribute to the National Ambient Air Quality Standards and must be included in a transportation improvement program.

CONRAIL

Since its inception in 1976, Conrail has handled most rail freight operations in New Jersey and is currently the state's only Class 1 rail carrier.

Conrail operates about 1,000 route miles of track in the state and handles more than one million rail shipments annually to and from New Jersey. It employs about 1,700 New Jersey residents.

It divested itself of about 429 route miles of track of which 177 miles were either retained or restored to active serve by short line operators.

Conrail operations are in the process of being assumed by the CSX Corporation and the Norfolk Southern Corporation.

COMMODORE JOHN BARRY BRIDGE

The Delaware River Port Authority operates the bridge, which opened to traffic between U.S. Route 322 in Bridgeport to Chester, Pa. in 1974.

It is named after Revolutionary War naval hero Commodore John Barry and has five lanes.

CONSTRUCTION (CON)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. Construction (CON) is a phase or type of work involving the actual building of a project.

CONSTRUCTION INDUSTRY ADVANCEMENT PROGRAM OF NEW JERSEY (CIAP)

The Construction Industry Advancement Program of New Jersey (CIAP) is a non-profit trusteeship established by the New Jersey Asphalt Pavement Association (NJAPA), the Utility and Transportation Contractors Association of New Jersey (UTCA) and the Associated General Contractors of New Jersey (ASC) to provide construction education, construction scholarships, construction research, information regarding the improvement and standardization of public sector contracts and technical specifications, public relations and promotion for the New Jersey construction industry.

CONSULTING ENGINEERS COUNCIL (CEC)

The Consulting Engineers Council of New

Jersey was formed to protect the public welfare and advance the quality of the practice of consulting engineers.

Members practice all types of engineering, including civil, electrical, industrial and transportation.

The CEC has more than 140 member firms employing more than 5,000 people.

CROSS KEYS AIRPORT

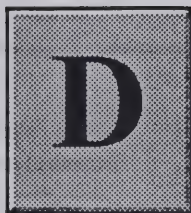
The Cross Keys Airport is situated on 260 acres in Monroe Township, Gloucester County.

It is operated by Cross Keys Airport Industries and is a designated reliever airport.

Cross Keys has a single runway that measures 3,500 feet in length and is equipped with a non-precision approach.

Navigational aids include low intensity runway lighting and runway end identifier lights.





DEER CARCASS REMOVAL PROGRAM

The NJDOT began deer carcass removal operations in 1990 when the state Department of Environmental Protection suspended its operations for budgetary reasons.

At the time, the NJDOT decided to use outside contractors for the work and limit pickups to roads under the department's jurisdiction.

In 1994, the NJDOT was charged with the responsibility for deer carcass removal on all public roads in the state. The cost is in excess of \$200,000 a year.

To request pickup of a dead animal, call your regional NJDOT service center. The number for the North Region (Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union and Warren counties) is 973-770-5000. The number for the Central Region (Hunterdon, Mercer, Middlesex, Monmouth, Ocean, Somerset and Routes 22, 122, 173 and 78 in Warren County) is 732-308-4086. The number for the South Region (Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester and Salem counties) is 609-428-6550.

DELAWARE MEMORIAL BRIDGE

The principal crossing south of the Camden-Philadelphia area is the twin-span Delaware Memorial Bridge, which serves the New Jersey Turnpike, carrying traffic from Deepwater to New Castle, Del.

It is operated by the Delaware River and Bay Authority.

DELAWARE RIVER AND BAY AUTHORITY

The authority organized in 1963 under enabling legislation of Delaware and New Jersey and the consent of Congress.

It operates the Delaware Memorial Bridge between Pennsville and New Castle, Del., and the ferry system between Cape May and Lewes, Del.

Legislation approved by New Jersey in 1989 empowered the authority to play an active role in fostering economic development and environmental improvements in the region, and added one member from each state.

There are six members from each state. Appointed for terms of five years, they are unsalaried but may be reimbursed for expenses.

Its administrative offices are located at the Delaware Memorial Bridge, New Castle, Del.

DELAWARE RIVER JOINT TOLL BRIDGE COMMISSION

The commission was created in 1934 by agreement between New Jersey and Pennsylvania and approved by Congress to take over operation of jointly owned state bridges north of the Pennsylvania Railroad Bridge at Trenton. It was also empowered to construct and maintain new bridges over the Delaware River by the issuance of bonds and obligations.

In 1987, the commission assumed full financial responsibility for the operation and maintenance of the toll-free bridges within its jurisdiction

It consists of five members from New Jersey and five from Pennsylvania. All serve without compensation.

The commission operates seven toll bridges extending north from Trenton: Trenton-Morrisville Bridge, Route 1, five lanes; New Hope-Lambertville Bridge, Route 202, four lanes; Interstate 78 Bridge; Easton-Phillipsburg Bridge, Route 22, four lanes; Portland-Columbia Bridge, 2 lanes; Delaware Water Gap Bridge, Interstate 80, four lanes; and the Milford-Montague Bridge, Route 206, two lanes.

It also maintains 13 non-toll bridges: Trenton-Morrisville Lower Trenton Bridge; Trenton-Morrisville Calhoun Street Bridge; Scudder Fall Bridge, Interstate 95, four lanes; Washington Crossing Bridge; New Hope-Lambertville Bridge; Centre Bridge-Stockton;

Lumberville-Raven Rock Bridge; Uhlertown-Frenchtown Bridge; Upper Black Eddy-Milford Bridge; Riegelsville Bridge; Easton-Phillipsburg Northampton Street Bridge; Riverton-Belvidere Bridge; and the Portland-Columbia Bridge.

Its administration building is located in Morrisville, Pa.

DELAWARE RIVER PORT AUTHORITY

The authority oversees the operation and maintenance of four bridges spanning the Delaware River: the Commodore Barry Bridge in Gloucester County and the Betsy Ross, Walt Whitman and Benjamin Franklin bridges in Camden County.

It also oversees the operation of the Port Authority Transit Corporation (PATCO) high speed rail line between Lindenwold and Philadelphia and owns the AmeriPort Intermodal rail freight yard in South Philadelphia.

The authority was created as successor to the Delaware River Joint Commission by an interstate compact adopted by New Jersey and Pennsylvania in 1951 and approved by Congress in 1952. The compact was amended in 1992 to include economic and port development projects. In 1994, the Port of Philadelphia and Camden Inc. Was established as a subsidiary of the authority to begin the process of port unification.

The authority consists of 16 commissioners, eight from each state, serving without salary. The New Jersey members are appointed by the Governor with the consent of the Senate to five-year terms.

With the implementation of a toll increase on Oct. 1, 1992, the round-trip rate for cars rose to \$2 from \$1.80.

The authority's administrative offices are located at One Port Center, 2 Riverside Drive, Camden.

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

The commission, an interstate compact agency, was established to provide continuing, comprehensive and coordinated regional planning for the Delaware Valley urban area.

The commission, located at 111 South Independence Mall East, Philadelphia, Pa., consists of nine members from New Jersey and nine from

Pennsylvania. The commissioner of transportation serves as a member.

DESIGN (DES)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. Design (DES) indicates a phase or type of work consisting of taking a recommended solution and scope of work defined in the Project Development (PRD) phase and developing a final design, including right of way and construction plans.

DESIGN AND CONSTRUCTION (EC)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. During the Design and Construction phase, funding is provided for both design and construction costs.

DESIGN/BUILD

Design/Build (D/B) is a widely-used procurement methodology wherein one can bid and award contracts for both project engineering and construction work in a single bid procedure.

D/B allows the project owner to hold on entity accountable for both design and construction. This shortens project delivery times, encourages innovation, and reduces claims and delays caused by disputes between designers and the construction contractor.

A key advantage to D/B is that it gives flexibility to the designer/builder team to propose project innovations without fear of sanctions for falling outside of inflexible project specifications. D/B puts project engineers and builders on the same team.

The successful bidder does not necessarily have to be the bidder with the lowest price. The project owner can select a bidder through a two-step qualification process that ensures it gets the best value at the lowest price possible.

DESIGN, RIGHT OF WAY AND CONSTRUCTION (ERC)

This is one of several classifications used by the NJDOT to denote the stage of development of a

project as it proceeds through the pipeline. During the ERC stage, funding is provided for design, right of way and construction costs.

DISCRETIONARY AID PROGRAM

In addition to funding available to municipalities under the Municipal Aid Program, all may apply to the NJDOT for discretionary aid for local roadway improvements.

Municipalities may send the same application they would use for the Municipal Aid Program for a project previously not approved or for a new one, and may do so at any time during the year.

Funding has been \$13 million annually and is distributed at the discretion of the Commissioner based on critical needs.

DIVISION OF MOTOR VEHICLES

A Department of Motor Vehicle Registration and Regulation, responsible for administering motor vehicle laws, was created in 1906 as part of the Secretary of State's Office. In 1926, it became a separate department of state government.

In the early years, motorists were required to provide their own license plates and submit a declaration of their driving competence. A system of driver examination was inaugurated in 1913.

After vehicle registrations passed the one million mark in 1938, New Jersey launched a periodic inspection program that required motorists to have their vehicles inspected twice a year. However, by 1956, this inspection requirement was reduced to once a year.

In 1948, the department assumed its present status as a division, but of the then newly-created Department of Law and Public Safety.

In 1996, the division was transferred to the Department of Transportation.

The Division of Motor Vehicle Services is responsible for the administration and enforcement of Title 39, Motor Vehicle Traffic Regulations.

Division activities include driver licensing and vehicle registration, protection of vehicle ownership rights and the safety and inspection of private and commercial vehicles.

The division has nearly 1,700 employees. It issued 10.1 million registrations and title documents in

1997; 1.6 million licenses (363,481 auto paper; 1,173,204 auto photo and 109,910 CDL photo); 436,545 driver exam permits; 2.3 million certificates of ownership and 44,338 commercial driver permits.

It also issues reflectorized license plates. More than four million have been distributed so far.

The division handled 1.3 million transactions at its four regional service centers, answered 3.3 million telephone inquiries, processed 12.2 million pieces of mail, and licensed 70 junkyards, 4,246 car dealers, 191 commercial driving schools, 775 commercial driving instructors, 125 leasing companies, 2,347 auto body repair facilities and 3,621 private inspection centers.

There are 46 privately-operated motor vehicle agencies, including an agency for auto dealer business; 32 driving testing centers; 35 state inspection stations and 86 inspection station lanes. There were 3.4 million state initial vehicle inspections, 673,735 state reinspections and 41,352 school bus inspections.

Roadside inspection teams stopped 55,336 vehicles and rejected 32,418 of them. Private inspection centers handled 1.9 million vehicles.

A total of 322,163 vision tests were conducted at the driving testing centers, 800,696 written tests, 8,723 oral tests and 225,694 road tests.

There were 346,895 court-ordered license suspensions; 488,273 administrative suspensions, 259,602 surcharge suspensions and 251,636 license and registration restorations.

There are an estimated 5.9 million registered vehicles in New Jersey.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

The Disadvantaged Business Enterprise (DBE) program is financed by the Federal Highway Administration.

Funds are used to train and assist businesses owned by minorities and women and were first authorized by the Surface Transportation Act adopted by Congress in 1982.

The goal of the program is to open up additional contracting opportunities for women and minority-owned companies in the highway construction industry.

DISADVANTAGED BUSINESS ENTERPRISE SET-ASIDE PROGRAM

In 1989, as a result of the U.S. Supreme Court ruling in *Richmond v. Croson*, New Jersey's set-aside program was declared unconstitutional until New Jersey could prove actual existence of discrimination against minority contractors.

As a result of finding of widespread discrimination in New Jersey's contracting and procurement program by the Governor's Study Commission on Discrimination in Public Works Procurement and Construction Contracts, the set-aside program was reinstated by Executive Order.

New Jersey's set-aside regulations mandate each state contracting agency to establish and implement an annual set-aside plan to comply with the 3 percent female, 7 percent minority and 15 percent small business enterprise goals.

The NJDOT's Division of Civil Rights developed and submitted to the Department of Commerce its first set-aside program in March, 1996. The program is updated annually.

The department's set-aside program coordinator provides assistance and guidance to the respective set-aside managers, as well as providing information regarding changes stemming from quarterly meetings hosted by the Department of Commerce.

DRAWBRIDGES

The NJDOT is responsible for the operation of 20 drawbridges full-time, two drawbridges on six-month notice and six on a part-time basis.

All drawbridges owned and operated by the NJDOT undergo an in-depth and comprehensive electrical, mechanical and structural inspection every two years by department consultants.

Monthly and, in some cases, bi-monthly inspections are made by NJDOT electrical maintenance personnel in each region.

The chief bridge operator or his designee must perform a cursory inspection at least once every 24 hours. Any and all abnormalities observed are logged and reported to appropriate maintenance personnel.

DRIVERS' PRIVACY PROTECTION ACT

A 1996 amendment to the state administrative code established an on-line public information inquiry fee to be collected by the Division of Motor Vehicle Services from high volume computerized information users who wish to obtain driver history abstracts, license or registration information.

The amendment did not make any information available to the public (including high volume users) that was previously unavailable, such as Social Security and medical information. However, the change sparked public concern.

As a result, in 1997 the Drivers' Privacy Protection Act was enacted into law. It prohibits the DMV from giving personal information about drivers to the general public and banned the sale of mailing lists to information brokers who sold it for a profit.

Another bill enacted into law at the same time permits victims of domestic violence, stalking or rape to use a post office box or another person's address as the official address on their driver's license and vehicle registration. The DMV is not allowed to disseminate these victims' street addresses to the public.

DRUNKEN DRIVING LAWS

In New Jersey, the blood-alcohol threshold at which a person is considered legally drunk is .10.

If a person is stopped for suspected drunken driving and refuses to take a test, he will be presumed to be guilty of the offense.

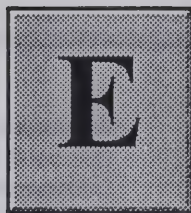
A first time offender is subject to a mandatory six-month license suspension of driving privileges, a fine, an insurance surcharge and required enrollment in an alcohol rehabilitation program.

In 1996, 31,268 people were arrested for drunken driving in New Jersey, a decrease of 4 percent compared to 1995.

In 1995, 151 people died in 133 drunken driving accidents in New Jersey. In 1994, 171 died in 158 accidents. In 1993, 145 died in 134 accidents.

DYNAMOMETER

A pair of rollers that permit the wheels of a vehicle to move while it remains stationary.



ELECTRONIC TOLL COLLECTION (ETC) CONSORTIUM

The New Jersey Electronic Toll Consortium was established to implement a single regional electronic toll collection (ETC) system throughout the state.

The consortium is comprised of the NJ Turnpike Authority, NJ Highway Authority, South Jersey Transportation Authority, Port Authority of New York and New Jersey and the Delaware Department of Transportation.

EMERGENCY CALL BOX TELEPHONE MAINTENANCE

A toll-free number has been established by the NJDOT to report problems with roadside emergency call boxes. It is 1-800-239-3072.

EMERGENCY MANAGEMENT PREPAREDNESS PLANNING

The state's transportation system plays a critical role in the state or federal response to emergencies or disasters. The ability of the system to fulfill this role depends upon the availability of mobilization plans that can be implemented effectively should circumstances warrant.

Preparedness plans for the NJDOT's response to different types of emergencies and disasters have been developed and continued efforts to enhance the published plans remain in progress. The approach to emergency management planning is broad in scope and identifies known areas where logistical/resource support from elements of the NJDOT would be necessary.

Areas of major interest include declared or undeclared emergencies, major disasters, hurricanes, snow removal, nuclear power plant/radioactive transportation programs, and hazardous waste inspection.

EMERGENCY SERVICE PATROL (ESP)

The Emergency Service Patrol (ESP), a roadside assistance program for disabled vehicles, was instituted by the NJDOT in 1994. The patrols normally operate Monday through Friday from 4 a.m. until 8:30 p.m., but extended hours are customary for holidays and holiday weekends.

ESP vehicles are equipped with push bumpers to clear disabled vehicles. ESP operators are trained and equipped to provide basic assistance, such as changing a flat tire or providing gasoline to vehicles that are out of fuel. ESP vehicles also are equipped with cellular phones to call a towing service when needed.

The ESP operates along sections of I-80, I-280 and I-287 in northern New Jersey and I-76, I-295, I-676 and Routes 42 and 55 in southern New Jersey. Patrol areas are marked by signs.

EMPLOYER TRIP REDUCTION PROGRAM

The Employer Trip Reduction (ETR) program, once a mandatory requirement for business in New Jersey, is now being implemented on a strictly voluntary basis.

The original, mandatory program essentially required businesses employing 100 or more persons at one work location in geographic areas that fail to meet federal Clean Air Act standards to reduce the number of solo-driving employees by 25 percent.

On December 22, 1995, the federal Employer Trip Reduction mandate was eliminated and the requirements that had been placed on 11 affected states, including New Jersey, were made voluntary by virtue of a congressional regulatory reform initiative. However, the reform did not eliminate the need for the state to achieve equivalent emission reductions in accordance with the 1990 federal Clean Air Act Amendments (CAAA).

Once the federal mandate was eliminated,

legislation repealing a state mandate was signed into law by the Governor. New Jersey's December 31, 1996 State Implementation Plan (SIP) submission included a schedule to implement replacement strategies for the ETR program. One was a voluntary ETR program; another, transportation control measures that reduce vehicle emissions through trip reduction and congestion relief. The final component was a technological strategy -- retrofitting state, county, municipal and authority diesel trucks with catalytic converters.

By installing these converters, the state will be able to claim SIP and TIP credits lost by the repeal of the ETR program.

In 1997, the NJDOT began a pilot testing program involving 200 pre-1991 diesel trucks to determine the impact the new the catalytic converters have on emissions.

Information about the Employer Trip Reduction Program can be obtained by calling toll free 1-800-386-ETRP.

ENHANCED VEHICLE INSPECTION PROGRAM

By federal law, New Jersey is required to implement an enhanced testing program for gasoline-fueled vehicles. The test consists of three parts.

The first test, known as the pressure test, will measure the tightness of the gas cap seals, or the tank itself, to ensure that gas fumes are not escaping. It is estimated more than 50 percent of the fuel evaporative emissions escape from this point.

The second test will be a new tailpipe emissions test conducted on a dynamometer. A gas analyzer hooked to a computer will determine whether the vehicle passes or fails based on calculations that take into account the vehicle's weight, age and routine wear and tear.

By conducting the test under simulated acceleration conditions instead of at idle, a vehicle with an inadequate or improperly operating emission control system will emit an excess level of nitrogen oxides, which cannot be detected if the car is tested with its engine idling.

The third test, known as the purge test, determines whether fuel vapors in the evaporative

canister are properly forced into the engine for burning. This test is conducted while the vehicle is operating on the dynamometer and involves putting a non-burning, inactive tracer gas into the fuel tank and detecting its presence in the exhaust. If the tracer gas is expelled in the exhaust, the purge system works.

The new testing system will identify pollutants responsible for ground level ozone, which is most often associated with smog. It will promote cleaner air.

Cars that pass the test will get a two-year inspection sticker. Waivers will be granted to the owners of vehicles that do not pass the enhanced test but can pass the current idle test. The waiver will be good for two years.

All cars manufactured in 1980 or earlier will simply need to pass the current idle test plus a gas cap pressure check.

Cars can be inspected free of charge at a state inspection, or at a licensed private inspection facility such as a local service station.

ESSEX COUNTY AIRPORT

Essex County Airport, situated in Fairfield Township, is about 20 miles west of New York City. It is operated by the Essex County Improvement Authority and is a publicly-owned, publicly-funded, public-use facility. It is a designated reliever airport.

With more than 350 based aircraft and the help of an FAA air traffic control tower, the airport experiences over 217,000 operations a year on its two runways.

The longer of the two runways is 4,553 feet and has two nonprecision approaches. The other runway is 3,72 feet in length and has a visual approach slope indicator. Both runways are outfitted with medium intensity runway lighting.

E-Z PASS

The E-ZPass electronic toll collection system, selected for use in New Jersey, is currently in place on toll facilities of the New York State Thruway, Metropolitan Transit Authority tunnels and bridges, and four toll facilities operated by Port Authority of New York and New Jersey -- the Bayonne Bridge, the Goethals Bridge, the Outerbridge Crossing and the George Washington Bridge.

Eventually, E-ZPass will be used on the Garden State Parkway, New Jersey Turnpike and the Atlantic City Expressway. By mid-1997, it was estimated approximately 1 million E-ZPass tags were in circulation.

E-ZPass users get a small electronic box, called a tag, that is placed on the windshield. It emits a signal read by a computer in the toll lane that automatically deducts the proper toll from a pre-paid account as the motorist cruises through at about 5 miles per hour. E-ZPass users get an automatic 10 percent discount off the basic toll.

The system is designed to ease traffic congestion and pollution.





FEDERAL DRIVER PRIVACY PROTECTION ACT

The Federal Driver Privacy Protection Act is part of a crime prevention legislative package known as the Violent Crime Control and Law Enforcement Act of 1994. The purpose of the law is to protect from disclosure certain elements of personal information maintained by motor vehicle departments.

Under the terms of New Jersey's administrative code, all applicants for motor vehicle records must identify themselves by presenting a valid driver license and complete a written application, including a detailed explanation of why they want the information and how they plan to use it. They must also certify that they are entitled to the information under the terms of the Driver Privacy Protection Act.

Photocopies of any documents that support the request, such as court orders, police reports and vehicle identification number tracings, must be included with the correct fee.

Even then, the release of certain personal information, such as the driver's name, address and driver license number, may be restricted, depending on the nature of the request.

The state administrative code also precludes the Division of Motor Vehicle Services from the sale of mailing lists.

FEDERAL HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) is an agency of the United States Department of Transportation with jurisdiction over highways.

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) is an agency of the United States Department of Transportation with jurisdiction over transit. It was

formerly the Urban Mass Transit Administration.

FERRY SERVICE

After a lengthy hiatus, waterborne transportation has seen a resurgence in New Jersey as other transportation mode have experienced congestion problems during peak commuting periods.

The newest ferry service, inaugurated in June 1997, transports tourists from the New York metropolitan area to the New Jersey shore though out the summer months. Visitors are guided to Sandy Hoop and the Gateway National Recreation Area on high speed ferries departing from Jersey City, Bayonne, Staten Island, Brooklyn and Manhattan. It is a joint project of the National Park Service and the Sandy Hook Foundation and operated by Express Navigation of Atlantic Highlands and Harbor Shuttle of Monmouth Beach. There is free bus service and water taxi service along Sandy Hook and locations on the Shrewsbury and Navesink rivers.

Express Navigation also offers commuter ferry service from two locations in Monmouth county to Wall Street in Manhattan. Harbor Shuttle provides commuter service between Bayonne and Wall Street.

NY Waterway supplies service from Hoboken and Jersey City to the World Financial Center at Batter Park; from Jersey City to the Battery Maritime Building, and from Weehawken to the Battery Maritime building and West 38th Street.

In addition to commuter service, there are a number of excursion ferries that make the crossing between New Jersey and New York.

Express Navigation runs ferries to Shea Stadium for New York Mets baseball games, to Monmouth Park Racetrack and West Point Military Academy.

NY Waterway provides ferry service to the Liberty Science Center in Jersey City and Tarrytown's historic properties.

Spirit Cruises offers lunch, dinner and

moonlight cruises, and the Statue of Liberty Ferry provides excursions to Liberty and Ellis islands.

There is a ferry service between the Camden Aquarium and Penns Landing, Philadelphia that is primarily excursion oriented but could be used by commuters.

At the southernmost tip of the state, there is the Cape May-Lewes Ferry between New Jersey and Delaware.

55 MPH SPEED LIMIT

In April, 1987, Congress allowed state to raise their maximum speed limits on rural interstate highways from 55 mph to 65 mph.

But in 1995 Congress voted to remove all federal restrictions on speed limits.

By the close of 1997, New Jersey and Connecticut were the only states that still had a 55 mph speed limit. But Gov. Christie Whitman announced she supported a trial demonstration to see if a 65 mph speed limit would work in New Jersey and the Legislature was considering raising the speed limit.

FLYING W AIRPORT

Flying W Airport is located in Burlington County near Medford and Lumberton. It is eight miles from the New Jersey Turnpike and 10 miles from Interstate 295. The airport, with 105 based aircraft, experiences over 56,000 annual operations. It is geared to community and family enjoyment. A western ranch-style restaurant and motel, complete with an airplane-shaped swimming pool, are among the facilities.

The airport's runway is 3,496 feet in length with a full-length parallel taxiway. It is equipped with high intensity runway lighting and a visual approach slope indicator.





GARDEN STATE PARKWAY

The Garden State Parkway is operated by the New Jersey Highway Authority, which was created by the Legislature in 1952 to create a toll road between Route 17 in Paramus and a point at or near the city of Cape May, with feeder roads.

Plans for the parkway project originated in 1945 legislation, but lack of public funds limited its construction by the State Highway Department to three scattered portions, approximating 20 miles, in six years.

The authority officially took over these sections, which had previously been owed and maintained by the New Jersey Department of Transportation on July 1, 1987.

The authority opened the remaining 143 miles of the basic parkway in sections as soon as each was ready.

A major portion was available to traffic in the summer of 1954. Full operation began on July 1, 1955.

During 1956, the first full year of operation, the parkway was used by about 50 million vehicles. In 1995, the figure was 356.9 million.

A feeder road, extending about nine miles from the original northern terminus at Paramus to the New Jersey-New York state line, was completed in the summer of 1957 to connect the Parkway with the new York State Thruway. The parkway thus stretches the length of New Jersey for approximately 173 miles.

In 1974, the authority completed a \$70 million widening project extending 21 miles from the Raritan Toll Plaza to the Asbury Park Toll Plaza. It increased the parkway to 10 lanes, from six, in this section.

No trucks other than pickups, panel vans and similar vehicles are permitted north of Interchange 105.

The authority has about 1,170 full time employees and hires 200 additional workers for the summer season.

In May, 1988, exit and entrance ramp tolls were raised to 25 cents, and on April 16, 1989, the barrier and five major ramp tolls were raised from 25

to 35 cents.

GENERAL AVIATION STUDY COMMISSION

The General Aviation Study Commission was created by the Legislature in 1993 to study the role of general aviation in the state's transportation system.

Members include appointments made by the Governor, Assembly Speaker and Senate President. The commissioners of transportation and commerce and economic development also serve on the panel. The executive director of the Port Authority of New York and New Jersey is a non-voting member. All members are unsalaried.

GEORGE WASHINGTON BRIDGE

One of the longest suspension bridges in the world, the George Washington Bridge connects Fort Lee to Manhattan. Built and operated by the Port Authority of New York and New Jersey, it was opened to traffic on October 25, 1931.

On August 29, 1962, a new six-lane lower level was opened to traffic, making it the world's only 14-lane suspension bridge and increasing its traffic capacity by 75 percent.

The bridge has a main span of 4,760 feet between anchorages. The bridge cables contain about 105,000 miles of steel wire. The cables rest in saddles on top of 600-foot high towers and are anchored on the New Jersey side in the solid rock of the Palisades. On the New York side, the anchorage is a huge concrete block faced with stone.

In 1995, the George Washington Bridge carried more than 48 million vehicles in the eastbound (toll-paying) direction.

GLOBAL WARMING TREE PLANTING PROGRAM

In December 1990, in response to an executive order by the Governor, the NJDOT adopted a plan to

combat global warming. The plan calls for the preservation of existing trees, the planting of additional trees and the retention of excess parcels of land for the purpose of tree preservation and planting. A report is prepared each year recording all trees removed and planted by the department on a project-by-project basis.

In 1993, a new state law required state entities to develop reforestation plans to achieve the goal of no net loss of forested areas as a result of construction by those agencies. After reviewing the legislation, the NJDOT concluded it was already complying with the new law through the global warming tree planting program.

In 1996, the department planted the equivalent of 145.5 acres of trees on roadways as part of wetland projects while removing 80.6 acres of trees for construction. The net gain of 64.14 acres was the largest since the program began in 1991.

GOETHALS BRIDGE

The Goethals Bridge is one of three bridges financed, constructed and operated by the Port Authority of New York and New Jersey that connect Staten Island, New York, with New Jersey.

The Goethals Bridge over the Arthur Kill furnishes an 11,825-foot highway connection between Howland Hook, Staten Island, and Elizabeth.

Its name commemorates Maj. Gen. George W. Goethals, builder of the Panama Canal and first consulting engineer of the Port Authority.

The toll bridge is a cantilever structure and opened in 1928.

GREEN SERGEANT'S COVERED BRIDGE

In Sergeantsville, about a mile southwest of the crossroads on Rosemont-Ringoes Road as it crosses the Wickecheoke Creek is Green Sergeant's Covered Bridge, the last of New Jersey's 75 covered bridges.

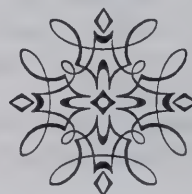
Built in 1972 on the site of one dating to 1750, the bridge was threatened with a modern replacement in the 1950s.

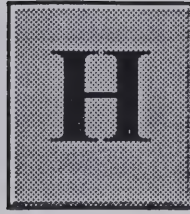
Saved by concerned citizens, it was rebuilt on a steel frame, retaining over half of the original trusses and members.

GREENWOOD LAKE AIRPORT

Greenwood Lake Airport is located in West Milford, Passaic County, five miles south of New York State. It has 52 based aircraft, experiences approximately 30,000 annual operations and is accessible by Routes 693 and 613. The facility is privately owned and situated on 115 acres of land.

The airport runway measures 4,000-by-60 feet. A partial length taxiway serves the runway, which is outfitted with low intensity lighting. The airport is served by a nonprecision approach.





HAMMONTON MUNICIPAL AIRPORT

Hammonton Municipal Airport is located in Atlantic County, halfway between Atlantic City and Philadelphia. The 107-acre airport is situated four miles north of the Atlantic City Expressway. It is a publicly-owned, public use general aviation airport.

Owned by the city of Hammonton, it has 55 based aircraft and experiences 49,500 operations each year.

The airport's single runway is 3,004 feet in length and outfitted with two nonprecision approaches, low intensity lighting, precision approach path indicators and runway end identifier lights.

HAZARDOUS MATERIALS

About a half million shipments of hazardous materials head across the United States every day. It has been estimated about one in eight trucks traveling in New Jersey carries hazardous materials of some kind.

Less than 1 percent of all hazardous materials shipments involve accidental releases. New Jersey ranked 15th among states in 1996 in the number of times hazardous materials were unintentionally released.

Hazardous waste carriers must transport the material in secure containers, label each item using United Nations-approved numerical codes and mark each vehicle with appropriate placards.

HEAVY DUTY DIESEL TRUCK INSPECTIONS

New Jersey state statute requires the inspection of diesel vehicles for excess smoke emissions. The law is one of the most comprehensive in the nation.

Recognition of the health dangers associated with excessive particulate (smoke) emissions, as well as public complaints regarding excessive smoke from diesel vehicles, prompted the Legislature to pass the

law in conjunction with requirements for an enhanced inspection system for automobiles.

Regulations promulgated by the NJDOT provide for the licensing of Diesel Emission Inspection Centers.

Under current plans, beginning in 1998 heavy duty diesel trucks will have to be inspected each year at registration time. There also will be a roadside inspection of the emissions of these trucks

HELIPORTS/HELISTOPS

There are about 400 licensed helicopter landing facilities in New Jersey. The vast majority are classified as helistops while only a few dozen are full service heliports with auxiliary facilities such as fueling capabilities and aircraft storage.

The greatest concentration of helicopter landing facilities are located in central New Jersey.

Most rotocraft operations occur at military airports, international airports and airports with a helicopter fixed base operator.

Among the airports that experience major helicopter activity are Newark International, Teterboro, Morristown Municipal Airport, Trenton Mercer Airport and the Lakehurst Naval Air Station.

HIGHWAY BEAUTIFICATION PROGRAM

During the 1994 fiscal year, a Highway Beautification Program using Department of Corrections inmates was instituted to mow and maintain selected high visibility problem areas statewide. The NJDOT provided all necessary equipment and funded the cost of the supervising officers' salaries. In 1996, there were 12 beautification details statewide.

More than 175 sites were maintained by inmate forces. A total of 325 inmates logged more than 46,000 man hours on mowing details.

HOLLAND TUNNEL

The Holland Tunnel connects New Jersey to New York under the Hudson River.

It opened to traffic on November 13, 1927 and carries traffic through two, two-lane tubes connecting lower Manhattan in the vicinity of Canal Street with Jersey City at 12th and 14th Streets.

The tunnel was named after Clifford M. Holland, its designer.

The Holland Tunnel was constructed by New York and New Jersey, acting through state commissions.

In March, 1931, full control was vested in the Port Authority of New York and New Jersey.

An issue of \$50 million Port Authority bonds reimbursed the two states for their investment in the project.

In 1995, the Holland Tunnel provided passage for more than 16 million eastbound vehicles.

HIGH OCCUPANCY VEHICLE (HOV) LANES

High occupancy vehicle (HOV) lanes are one of several important strategies that increase the people moving capacity of a highway by moving more people in fewer vehicles.

They are open to buses, motorcycles and other vehicles with two, three or more occupants.

Most HOV lanes operate only during peak morning and afternoon drive times Monday to Friday and revert to general purpose lanes at other times.

New Jersey operates five different HOV lanes. They are:

- **I-95** -- In Fort Lee, one mile from the George Washington Bridge Toll Plaza;
- **Bus Priority Lanes** -- At the approach to the Lincoln Tunnel, on Route 22 and on Route 9;
- **I-80** -- A 10.5-mile stretch from Route 15 in Rockaway Township to I-287 in Parsippany-Troy Hills;
- **I-287** -- A 20.2-mile segment from Bedminster (Exit 21) to Parsippany-Troy Hills (Exit 41), and
- **New Jersey Turnpike** -- A distance of 13 miles between Woodbridge (Interchange 11) to Newark (Interchange 14).

HUDSON-BERGEN LIGHT RAIL TRANSIT SYSTEM

The Hudson-Bergen Light Rails Transit System is being constructed by the Department of Transportation.

It is a new mass transit train system that will extend 20.5 miles through Hudson and Bergen counties.

When completed, it will include 32 passenger stations and carry an estimated 100,000 passengers a day. The electric powered vehicles will combine the convenience of a trolley with the newest train technology.

The line will cross West New York, North Bergen, Weehawken, Hoboken, Jersey City and Bayonne.





IFR CONDITIONS

An acronym denoting weather conditions below the minimum prescribed for VFR flight, usually 1,000 feet ceiling and three miles visibility.

ILS

An acronym for Instrument Landing System, a landing approach system with an established course and descent path to align an aircraft with a runway for final approach.

IM240

A test that captures and measures emissions while a vehicle is operated on a dynamometer and accelerated and decelerated following a prescribed speed pattern ranging from zero to 55 miles per hour (within a two mile per hour tolerance) for four minutes.

"Fast Pass/Fast Fail" is a shortened version of the IM240 that measures vehicle emissions against pass and fail standards and allows for quicker passing and failing beginning as early as 30 seconds and ending before 240 seconds.

INMATE LITTER PICKUP

Since 1983, the NJDOT and the Department of Corrections have joined forces and used prison inmates to collect and bag litter on interstate highways throughout the state.

In 1996, there were 19 inmate litter details statewide.

Over 300 miles of highways were covered. Some 3,000 inmates logged more than 230,000 man hours on litter detail. More than 1.3 million pounds of litter were collected.

INTELLIGENT VEHICLE HIGHWAY SYSTEMS (IVHS)

Intelligent Vehicle Highway Systems (IVHS), or "smart highways," apply advanced computer and

communications technologies to improve the efficiency and traffic capacity of road systems. IVHS, in short, proposes to inform the traveler of the quickest route or mode of travel in order to minimize congestion. IVHS technology is also referred to as "Intelligent Vehicle Systems" (IVS).

IVHS projects in use or being studied include electronic tolls, radio and signage information systems to alert drivers to accidents and congestion, centralized traffic surveillance and control, and computer-controlled traffic signals.

INTERMODAL SURFACE TRANSPORTATION ACT OF 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act (ISTEA) was enacted into law by Congress in 1991. It is a \$26 billion a year needs-based funding program for the nation's highway and transit systems. ISTEA funds make up more than half of the NJDOT's entire capital budget.

The program has provided New Jersey an average of \$869 million a year since 1991 and has helped the state create more than 237,000 jobs and help improve its air quality.

The six-year \$155 billion law expired in 1997 but was temporarily extended into 1998.

INTERSTATE SYSTEM

Since 1956, a major portion of highway planning and construction in New Jersey has centered on the state's share of the National System of Interstate and Defense Highways.

This system of modern freeways is financed 90 percent by the federal government from the Highway Trust Fund and 10 percent by the state.

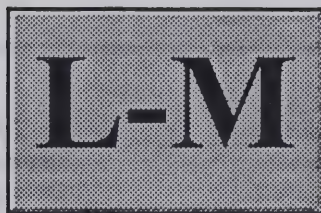
KEARNY CONNECTION

The Kearny connection -- known as Midtown

Direct -- is a rail link between the Morris and Essex lines and the Northeast Corridor that will provide NJ Transit passengers in Morris, Essex, Somerset and Union counties direct access to midtown Manhattan.

Part of the NJDOT's Urban Core Project, the Kearny Connection financing will come in large measure from the Intermodal Surface Efficiency Transportation Act of 1991.





LAKEWOOD AIRPORT

Lakewood Airport is situated in Ocean County in the Township of Lakewood. It contains 222 acres and is two miles east of the Garden State Parkway.

The facility has 80 based aircraft and experiences about 34,000 annual operations.

Its runway is 3,457 feet in length and equipped with a nonprecision instrument approach. Navigational aids include low intensity runway lighting and a rotating beacon.

LINCOLN PARK AIRPORT

Located two miles north of Route 22 on the border of the Borough of Lincoln Park and the Township of Pequannock, Lincoln Park Airport is a privately-owned, public use general aviation facility. It is situated in Morris County and lies 20 miles west of New York City.

Lincoln Park Airport serves primarily small single-engine and light twin-engine aircraft. Its single runway is 2,942 feet in length and outfitted with medium intensity runway lighting.

The airport has an estimated 180 based aircraft and about 80,500 annual operations.

LINCOLN TUNNEL

The Lincoln Tunnel connects New Jersey with New York under the Hudson River. It is operated by the Port Authority of New York and New Jersey.

The tunnel's first tube was opened to traffic on December 22, 1937; the second on February 1, 1945; and the third on May 25, 1957.

It is the only three-tube underwater vehicular tunnel in the United States.

In 1995, the Lincoln Tunnel handled more than 20.1 million eastbound vehicles.

LINDEN AIRPORT

Linden Airport is owned by the City of Linden and is situated in Union County three miles south of

Newark International Airport. It is a publicly-owned, public use facility and operated by Linden Air Services Corporation.

The airport has more than 75,000 operations a year, contains about 188 acres of land and two main runways -- one 4,137-by-100 feet and the other, 2,494-by-75 feet.

Both runways are outfitted with medium intensity lighting and are served by two nonprecision approaches. The airport has preliminary plans to shut the shorter of the two runways to support non-aviation related development.

LITTER CONTROL HOTLINE

The NJDOT has established a hotline which citizens can call to report litter along state highways. It is 1-800-524-7455.

LITTLE FERRY SEAPLANE BASE

The Little Ferry Seaplane Base is the only remaining seaplane base in New Jersey. It is located in the northern section of the state on the Hackensack River.

LOCAL AID FOR CENTERS PROGRAM

Under this state-funded program, municipalities that are "designated centers of place" under the State Development and Redevelopment Plan (SDRP) may seek funding for non-traditional transportation improvements. Also eligible are distressed communities according to the SDRP definition that have an approved Strategic Revitalization Plan or municipalities that are part of an "urban complex" endorsed by the State Planning Commission.

Notices are sent to these municipalities in January each year, with applications due by the end of March.

Applications are rated and grants are disbursed based on the extent to which the proposal advances

municipal growth management objectives. Types of proposals include: landscaping or beautification of transportation/transit facilities, pedestrian and bicycle facilities, scenic or historic transportation programs, parking and circulation management that benefit downtown revitalization, adaptive re-use of abandoned railway corridors and rehabilitation of transportation structures. Total funding available each year under the New Jersey Transportation Trust Fund has been \$1 million.

LOCAL AID PROGRAMS

State local aid programs consist of three separately administered NJDOT-funding programs to provide for local roadway improvements. They are the Municipal Aid Program, the Urban Aid Program and the Discretionary Aid Program.

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)

The Manual on Uniform Traffic Control Devices (MUTCD) defines the accepted standard for traffic control devices on different classes of roads.

Traffic control devices consist of signs, signals, markings and devices placed on, over or adjacent to a street or highway by authority of a public body or official having jurisdiction to regulate, warn or guide traffic.

METROPOLITAN PLANNING ORGANIZATIONS (MPOs)

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorized the establishment of Metropolitan Planning Organizations (MPOs) to review regional transportation needs and appropriations.

In New Jersey, there are three:

- The North Jersey Planning Authority, which covers Bergen, Essex, Hudson, Hunterdon, Middlesex, Monmouth, Morris, Ocean, Passaic, Somerset, Sussex, Union and Warren counties plus representatives of Newark and Jersey City;
- The South Jersey Transportation Planning Organization, which covers Atlantic, Cape May, Cumberland and Salem counties, and

- The Delaware Valley Regional Planning Commission, which covers Burlington, Camden, Gloucester and Mercer counties.

The MPOs review transportation improvements for which federal funds will be used. After review, the programs are consolidated in the NJDOT's State Transportation Improvement Program (STIP) as: principal arterials, state highways, interstates, bridges, congestion management or transit capital. Funding is partially derived from the federal Surface Transportation Program (STP), which is a federal block grant program.

The MPO-reviewed programs are the National Highway System Program, Interstate Program, Bridge Program, Bicycle/Pedestrian Program, NJ Transit Capital Programs and the Ridematching Program.

MARLBORO AIRPORT

Situated south of Matawan in Monmouth County, Marlboro Airport is approximately seven miles south of the Garden State Parkway.

It is a privately-owned, public use airport with 87 based aircraft and more than 39,000 operations a year.

The airport has one runway measuring 2,156-by-50 feet with low intensity lighting, runway end identifier lights, a visual approach slope indicator and a precision approach path indicator.

The facility is equipped with a circling approach and offers fuel, aircraft storage, flight instruction and maintenance.

MILLVILLE MUNICIPAL AIRPORT

Millville Municipal Airport is located three miles southwest of the center of Millville in Cumberland County. It is a public use facility owned by the City of Millville.

The airport has the only FAA Flight Service Station in the state. The station is the seventh busiest in the United States.

With almost 110 based aircraft, the airport handles an estimated 70,000 operations a year.

The primary runway is 6,001 feet in length and equipped with a precision approach. It is outfitted with high intensity runway lighting, visual approach slope indicators and an approach lighting system.

The secondary runway is 5,057 feet long and outfitted with two nonprecision approaches.

MIS

Information regarding all titling, registration, licensing and driver history resides of the Division of Motor Vehicle Services' Comprehensive Management Information System (MIS) which is constantly updated, accessed or used in the conduct of daily operations.

MORRISTOWN MUNICIPAL AIRPORT

Morristown Municipal Airport, in Morris County, is 24 miles west of New York City and less than one mile from Interstate 287. It is publicly-owned and operated by D.M. Airport Developers Inc.

The airport is home to about 204 single-engine, 62 multi-engine and 45 jet engine aircraft. With the aid of a continuously staffed control tower, the airport logs about 225,000 operations a year. Customs services are located at the airport.

Built in 1960 on 600 acres of land, the facility has two main runways -- one 5,999 feet in length and the other, 3,998. Both runways are equipped with runway lights and runway end identifier lights. The longer runway has one precision and two nonprecision approaches, while the other has a visual approach.

MOTOR VEHICLE SERVICES

GENERAL INFORMATION HOTLINE

The NJDOT has established a toll-free hotline number for citizens to call to obtain general information about the Division of Motor Vehicle Services. It is 1-888-486-3339.

MOWING

The NJDOT is responsible for the maintenance of approximately 11,200 acres of mowable turf.

Historically, two thirds of the turf areas are maintained by DOT forces and one-third is maintained by contract. The frequency of cut is generally between two and four a year.

MUNICIPAL AID PROGRAM

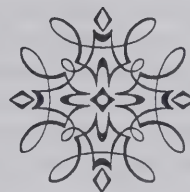
The NJDOT's municipal aid program provides funding assistance to municipalities for local roadway

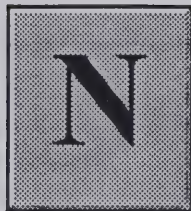
improvements with state funds occurs annually.

Notices are sent to each of the state's municipalities in April each year, with applications due by June 30.

Applications are rated, and grants are disbursed proportionately among communities, by county based on road miles and population. Municipalities compete for funds within their county.

Total funding available each year under the Transportation Trust Fund has been \$53.5 million. Funds are distributed after applications are analyzed by a screening committee of engineers and others from around the state. The funds are made available by December and allow partial up-front funding at the time of construction contract award in order to save municipalities the costs of bonding.





NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

The National Environmental Policy Act (NEPA) was enacted into law by Congress in 1979 and became effective in 1980.

It requires preparation of an environmental impact statement for all major federal actions, including transportation projects.

NATIONAL HIGHWAY SYSTEM (NHS)

The National Highway System (NHS) is comprised of the 42,000-mile Interstate system and another 113,000 miles of roads identified by the states based on their importance to the national and regional economy and their connectivity.

The federal Intermodal Surface Transportation Efficiency Act (ISTEA) required each state to develop a connected network of roadways of national significance.

This network was officially enacted by Congress under the National Highway System Act of 1995. The NHS includes the entire Interstate system and other principal, high-volume arterial roadways serving national transportation interests, including toll roads and major county or municipal roads.

NATIONAL RECREATIONAL TRAILS FUND

The National Recreational Trails Fund, authorized by the Simms Trails Systems Act, provides annual sums apportioned among the states for use in developing trails and related projects, many of which benefit pedestrians.

Funding is provided from federal motor fuel taxes collected on the sale of fuel for motorized recreational vehicles, including off-road motorcycles and snowmobiles. The program is administered by the Department of Environmental Protection in New Jersey.

In New Jersey, during the 1997 fiscal year,

approximately \$281,000 was awarded for about 30 projects.

NEWARK AIRPORT

The City of Newark began construction of a municipal airport in 1928 on 68 acres of swamp. Today, nearly 70 years later, the facility has grown into a 2,300-acre international airport.

It was the metropolitan area's first major airport and, at one time, had the distinction of being the world's busiest commercial airport.

In 1948, the Port Authority of New York and New Jersey assumed responsibility for the operation of Newark International Airport under a long-term lease with the City of Newark. The New Jersey Department of Transportation, Division of Aviation, does not regulate activity at Newark Airport.

A primary commercial airport serving metropolitan Newark and New York City, a number of major scheduled domestic and international passenger airlines as well as major cargo airlines use and serve the facility.

It has three runways measuring 9,300 by 150 feet, 8,200 by 150 feet and 6,800 by 150 feet.

Newark Airport served 24.5 million domestic and 4.5 million international passengers in 1996.

Nearly 976,000 short tons of air cargo departed Newark Airport -- 798,395 tons to domestic markets and 177,511 to foreign destinations.

The facility also handled more than 80,000 tons of mail.

A new on-airport monorail provides passenger service and will soon be lined to Newark's Penn Station.

NEWARK CITY SUBWAY

The subway, a public works project, is now owned and operated by NJ Transit. This 4.3-mile light rail system provides service through downtown Newark.

Built between 1929 and 1935, the subway system underwent a \$19.8 million rehabilitation project that was completed in 1985.

NEWARK-ELIZABETH RAIL LINK

A light rail system to provide access to Newark International Airport from Newark and Elizabeth, and for passengers on the Northeast Corridor.

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Evolution of the state agency responsible for development of transportation began as early as 1881, when the Legislature designated the president of the State Board of Agriculture as the administrator of roads. Under the Public Roads Act of 1894, he became commissioner of public roads.

This arrangement continued until 1909, when the Legislature created a four-member State Highway Commission. Eight years later, a new act provided for a State Highway Department to be governed by an eight-member State Highway Commission, which was supplanted in 1935 by a single commissioner.

It was an awareness of major deficiencies in all areas of transportation, as well as deep concern about the future, that prompted establishment by the Legislature of the Department of Transportation on December 12, 1966, effectively retroactively to July 1, 1966.

New Jersey was the first state in the continental United States to adopt the concept of an integrated approach to all transportation problems. Even the U.S. Department of Transportation did not become operational until nearly nine months later.

Under the Transportation Act of 1966, the newly-created Transportation Department absorbed the functions of the State Highway Department as well as the Bureau of Aeronautics, which was transferred from the then Department of Conservation and Economic Development.

NEW JERSEY EXPRESSWAY AUTHORITY

A third road building authority was created by the Legislature on February 19, 1962, when it enacted

into law a bill establishing the New Jersey Expressway Authority to construct the Atlantic City Expressway.

The legislation authorized construction of the expressway from the southern terminus of Route 42 in Camden County southeasterly to Atlantic City, with a spur to Cape May to be added if and when deemed necessary. The toll road was opened in sections in 1964-65.

The authority had five members appointed by the Governor with the advice and consent of the Senate. Its functions were eventually absorbed by the South Jersey Transportation Authority.

NEW JERSEY HIGHWAY AUTHORITY

In April, 1952, the Legislature created the New Jersey Highway Authority to issue bonds and complete the proposed 164-mile Route 4 Parkway that had been started by the State Highway Department in 1947. Because of limited appropriations, the department had completed only 19 miles before the authority was created to continue the task.

The entire length of the originally planned main route, from Paramus to Cape May, was opened as the Garden State parkway in July, 1955. A nine-mile extension from Paramus to the New York Thruway, near Suffern, New York, was opened in July, 1957.

The Highway Authority consists of seven members appointed by the Governor with the advice and consent of the Senate to serve specific terms.

NEW JERSEY TRANSIT

The New Jersey Transit Corporation, more commonly known as NJ Transit, is public corporation created by the Legislature in 1979 in direct response to the decline in transit service during the preceding two decades. Over the years, it has grown and become the nation's third largest provider of bus and commuter rail service moving approximately 332,400 riders per day, more than 194 million annually.

NJ Transit runs 775 rail cars over 12 lines and operates 1,974 buses over 177 routes throughout the state.

As testimony to its efficiency, 1997 marked the sixth consecutive year without a fare increase. This is the longest continuous period the agency has gone in its history without raising fares. The last fare increases

averaged 9% and took effect July 1, 1990.

Since 1994, system wide ridership has increased 8%, while other regional transit systems have experienced significant ridership decreases. Also, since 1994, the revenue recovery ratio -- a key measure of efficiency -- has increased from 51.5% to 55.7%, one of the highest in the nation.

Rail on-time performance was 95.2% in fiscal 1997.

In addition to operating trains and buses, NJ Transit also administers a transportation assistance program for senior citizens and the handicapped.

NJ Transit provides contracts for 64 privately-run routes and leases 216 buses to these contract carriers. In addition, approximately 800 buses are leased, at no cost, to independent private carriers.

The corporation employs approximately 9,600 persons. The state budget for fiscal 1996-97 provided \$219 million for railroad and bus operations. The budget anticipated an additional \$392.9 million in farebox revenue, \$17.6 million in federal operating assistance and \$200.8 million from other transit resources.

NEW JERSEY TURNPIKE

The first of the state's toll roads, the New Jersey Turnpike was opened for its full length across the state in 1952. It stretched 117.5 miles, from the Bergen County meadowlands in the north to the Delaware Memorial Bridge at Deepwater, Salem County, in the south. In addition to Bergen and Salem, the route crossed parts of Hudson, Essex, Union, Middlesex, Mercer, Burlington, Camden and Gloucester counties.

Since the original roadway was constructed, an extension to connect with the Pennsylvania Turnpike, the Hudson County Extension, the western spur that runs through Bergen and Hudson counties, and the I-95 extension have been added, increasing the roadway's length to 148 miles.

The turnpike has also been widened since its inception. In 1966, a four-year project to widen 16 miles of roadway between Edison and Newark, and the construction of a new 12-mile westerly roadway began. In 1971, work began to widen the road from New Brunswick to Edison and by 1990 an additional 10 miles between Jamesburg and New Brunswick were

completed. The most recent widening project, an expansion from 12 to 14 lanes between Woodbridge and Newark, was completed in 1996.

In the turnpike's first year of operation, it was used by 17.9 million vehicles. In 1990, the figure was 197.1 million vehicles and in 1995, 192.1 million.

NEW JERSEY TURNPIKE AUTHORITY

In 1947, the State Highway Department began construction in Woodbridge and Carteret on Route 100, which later became the 141-mile New Jersey Turnpike. The grading work that had been accomplished was taken over by the Turnpike Authority, which was created by the Legislature in 1948.

The authority consists of five members appointed by the Governor with the advice and consent of the Senate to serve specific terms. The New Jersey Turnpike Authority has approximately 1,700 full time employees and 600 part-time toll collectors.

The authority was one of the first highway agencies to install "breakdown" shoulders on bridges, variable speed limit and speed warning signs, noise barriers, and changeable message signs. In addition, it has a traffic surveillance system that utilizes loop detectors buried in the roadway and other modern detectors to monitor traffic conditions and adjust traffic flow accordingly. A highway advisory telephone and radio system alerts patrons to road conditions, assisting travelers in making their travel plans.

NOISE WALLS

A new noise wall policy was adopted by the NJDOT in 1996 to ensure the most efficient use of funds and take into account aesthetics, need and technology.

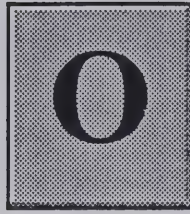
Key provisions of the policy are: 67 decibel threshold, which matches the federal guideline; a 5 decibel noise reduction, which also mirrors the federal standard; use of AASHTO wind loads, which is the same as the federal guideline; an 18-foot maximum height, unless a higher wall is necessary to meet the 5 decibel reduction standard and it is technologically possible; and an agreement on the part of the municipality to pass a resolution of support and share the cost.

There are two types of noise walls. Type I walls are those that must be considered for all federal

aid projects after passage of the federal National Environmental Policy Act in 1969. As of April, 1997, the NJDOT had built 67 miles of Type I noise walls at a cost of \$132 million -- \$118 million federal funds and \$14 million state funds.

Type II noise walls are those other than Type I and may be built at the state's discretion. Since April, 1997, the NJDOT had build 19 miles of Type II noise walls, which cost \$53.5 million and were wholly financed by the state.





OCEAN CITY MUNICIPAL AIRPORT

Ocean City Municipal Airport is located on the Jersey Shore in Ocean City, 10 miles south of Atlantic City, in Cape May County. It is owned and operated by Ocean City, has about 35 based aircraft and experiences 44,000 operations annually.

Their airport's single runway is 2,977 feet in length and outfitted with a nonprecision approach. In addition, the airport is served by a nonprecision circling approach. Facilities include low intensity runway lighting and a visual approach slope indicator.

OLD BRIDGE AIRPORT

Old Bridge Airport is located in Old Bridge Township near the junction of Routes 9 and 18 in Middlesex County. The privately-owned, privately-funded, public use facility lies two miles north of Englishtown and is owned by Madison Incorporated.

It has 74 based aircraft and about 21,500 operations a year. The airport's single runway measures 3,594 feet, offers a nonprecision approach and is outfitted with medium intensity runway lighting, runway end identifier lights and visual approach slope indicators.

OLDMANS AIRPORT

Oldmans Airport is located is located three miles south of some of the best known industrial parks and corporate centers in northern Salem County. The airport parallels the New Jersey Turnpike, I-295 and the Delaware River.

Oldmans is the only remaining airport in this part of the state with a paved runway. It is 2,455 feet long with visual approaches at both ends. A full-length parallel taxiway serves the runway. Low intensity runway lighting permits night operations at the airport.

More than 30 aircraft are based at the facility, which has an estimated 10,000 operations a year.

TEK is the airport's fixed-base operator, providing aircraft maintenance and fuel.

OUTDOOR ADVERTISING

The NJDOT is responsible for regulating all billboards and outdoor advertising in the state. It sets the standards and requirements to be followed for outdoor signs, advertising and related activities along all public roads in the state.

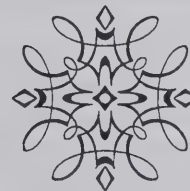
The department renews or issues more than 9,000 permits a year covering 19,000 signs.

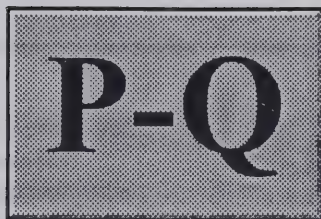
OUTERBRIDGE CROSSING

The Outerbridge Crossing, a cantilever structure, spans the Arthur Kill between Tottenville in Staten Island, N.Y., and Perth Amboy. It is one of three toll bridges financed, constructed and operated by the Port Authority of New York and New Jersey that connects Staten Island with New Jersey.

It was completed in 1928 and named in honor of Eugenius Outerbridge, the first chairman of the Port Authority.

Total length of the bridge, including approach roads, is 10,140 feet.





PALISADES INTERSTATE PARK COMMISSION

The commission was established by compact between the states of New York and New Jersey in 1937.

It administers the Palisades Interstate Park, which extends along the west shore of the Hudson River from Fort Lee, New Jersey into New York State.

The NJDOT provides maintenance and engineering services to the commission for the Palisades Interstate Parkway, a major 11.5-mile long thoroughfare, which is located within the park.

PARK AND RIDE

The NJDOT encourages the development and promotion of park and ride lots as a travel demand management (TDM) strategy.

NJ Transit, as the largest public transportation service provider in the state, promotes commuter parking lots along rail lines and bus routes.

Since the oil embargo of 1973, the NJDOT has been the lead transportation agency in the promotion of car pooling and van pooling.

As of 1997, there are 155 official park and ride facilities (34,988 parking spaces), 13 state-owned facilities (2,623 spaces), 72 county- and municipal-owned facilities (11,743 spaces), 18 facilities owned by the New Jersey Highway authority (4,114 spaces), two facilities owned by the new jersey turnpike authority (1,514 spaces) and 50 others owned by private or non-profit organizations.

PATCO

The Port Authority Transit Corporation (PATCO) operates the Lindenwold Hi-Speed Line connecting suburbs in Camden County with Philadelphia.

The 14.2-mile line was constructed during 1966-69 by PATCO's parent organization, the Delaware River Port Authority. The line has a total of

13 stations, nine of which are in New Jersey.

The PATCO fleet consists of self-propelled rapid transit cars. Fast, frequent rapid transit service is provided 24 hours a day, seven days a week. Maximum running speed on the surface (outdoor) portion of the line is 65 miles per hour during the day and 75 miles per hour during late-night hours. Maximum speed in the subway portion of the line is 40 miles per hour.

PATH

The Port Authority Trans-Hudson Corporation (PATH), a subsidiary of the Port Authority of New York and New Jersey, was created in 1962 to acquire, modernize and operate the Hudson Tubes rail line between Newark and Manhattan.

The commissioners of the authority are the directors of PATH.

The PATH rail rapid transit system links Manhattan and neighboring New Jersey urban communities and suburban railroads.

Four basic routes are provided on the 13.9-mile system: Hoboken Terminal to midtown (33rd Street) and downtown (World Trade Center) Manhattan; Newark Penn Station to the World Trade Center, and Journal Square to 33rd Street. The system has a total of 13 stations, seven of which are in New Jersey.

September 1, 1997 marked the 35th anniversary of the assumption of operations by PATH of the bankrupt Hudson and Manhattan Railroad.

PATH has invested nearly \$1.3 billion in capital improvements on the system, which now serves more than 207,000 passengers a day, mostly commuters from New Jersey.

In addition to its 13 rail stations, PATH also operates the Journal Square Transportation Center, a multi-modal transportation facility consisting of the PATH rail station, a bus station, parking facility, retail space and an office tower. About nine million commuters used the center in 1995.

PIPELINES

The history of pipeline transportation began after the Civil War when the oil industry needed a better method of transporting crude oil from the fields to the refineries many miles away. Prior to the introduction of pipelines, crude oil was transported in barrels via wagons, barges and railroads.

The first pipelines in New Jersey were built during the 1880s by the National Transit Company, an affiliate of the ten Standard Oil Company, and Tidewater Pipe Company. The pipelines, which originated at two different locations in Pennsylvania, transported oil across the state to refineries in Bayonne.

Petroleum pipelines were constructed across the Delaware River at various locations as new refinery companies began operations in the state.

Today, there are hundreds of miles of petroleum pipelines in New Jersey entering the state near Frenchwood, Trenton, Paulsboro and Bridgeport and terminate in the greater Linden and Newark area.

New Jersey is also served by more than 21,000 miles of natural gas pipelines. These pipelines, which enter the state near Camden, Trenton, Lambertville, Hutchinson and Montague, transport natural gas to the North Jersey metropolitan region and across the state boundary to New York.

PLANNING STUDY (PLS)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. Planning Study (PLS) indicates a phase or type of work involving traffic studies, needs analyses, corridor studies and other work preparatory to project development.

PNC BANK ARTS CENTER

The New Jersey Highway Authority built and leases out the PNC Bank Arts Center, formerly the Garden State Arts Center, at its Telegraph Hill Nature Area in Holmdel Township on the Garden State Parkway. The center is accessible only from the parkway.

The facility features a circular eight-columned, open-sided amphitheater seating 5,302 under its overhanging roof and accommodating up to

5,500 on the sloping surrounding lawn.

The amphitheater opened June 12, 1968 with a performance by the Philadelphia Orchestra under Eugene Ormandy and piano soloist Van Cliburn.

The facility is being operated under a 22-year lease signed in 1996 with GSAC Partners, a partnership of Pavilion Partners and Delsener/Slater Enterprises. Under the terms of the lease, the facility will be expanded by 1998 to a capacity of 17,500.

Also in 1996, an agreement was made with PNC Bank to assume naming rights associated with the arts center for a 10-year period.

The arts center offers a summer season of evening programs performed by popular and classical artists between June and September. There were more than 367,000 tickets sold for the 56 paid-admission performances held in 1995.

The authority established the Garden State Cultural Center Fund in 1968 to provide free programs for senior citizens, school children and the disadvantaged. The free programs and heritage festivals in spring and fall attract about 150,000 annually. In 1984, the Garden State Arts Center Foundation was established to oversee the fund.

The Telegraph Hill Nature Area is also home to nature trails, fitness courses, the Robert B. Meyner Reception Center and the New Jersey Vietnam Veterans Memorial.

POOLMATCH

This statewide computerized ride matching service helps commuters find others who live and work close to them and have similar schedules. It can be reached by dialing 1-800-245-POOL. The Department of Transportation participates in the program.

PORT AUTHORITY

AUTO MARINE TERMINAL

The 143-acre Auto Marine Terminal developed by the Port Authority on the Jersey City and Bayonne waterfront opened in 1989.

This state-of-the-art facility is devoted exclusively to the preparation and distribution of vehicles.

Two berths totaling 1,800 linear feet provide direct access to auto carrier vessels requiring up to 32

feet of water.

Land distribution is facilitated via rail and motor carrier loading and unloading platforms and Conrail's adjacent automobile rail terminal.

The Auto Marine Terminal handled over 157,000 vehicles in 1995. Investments by the Port Authority exceed \$75 million.

PORT AUTHORITY BUS TERMINAL

The Port Authority Bus Terminal opened on December 15, 1990 in Manhattan, on the block bounded by Eighth and Ninth avenues and 40th and 41st streets near Times Square.

The bus terminal is the largest in the United States. Commuter buses enter and exit by overhead ramps connected with the Lincoln Tunnel.

An exclusive bus lane gives New Jersey commuters direct access through the tunnel into the terminal.

A \$205 million modernization and improvement program completed in 1981 increased operating capacity by about 50 percent and expanded the terminal north to 42nd Street.

The terminal handled more than 2 million bus movements -- arrivals and departures -- and 53 million passenger trips in 1995.

PORT AUTHORITY OF NEW YORK AND NEW JERSEY

The authority was created in 1921 with the consent of Congress.

Its facilities include Newark International Airport and the bistate region's two other major airports, John F. Kennedy International and LaGuardia in New York; the four vehicular bridges and two tunnels between New Jersey and New York; Port Newark-Elizabeth and other marine terminals; the PATH commuter rail line; the Port Authority Bus Terminal in midtown Manhattan, and the World Trade Center in lower Manhattan.

PORT ELIZABETH MARINE TERMINAL

In 1958, the Port Authority of New York and New Jersey undertook the development of what

became the prototype for most of the world's container terminals. It pioneered the handling of container cargo.

Port Elizabeth occupies 1,254 acres and is still growing. Twenty-two container cranes serve fully-equipped container ship berths along 16,934 linear feet of wharf on Elizabeth Channel and Newark Bay with mean low water depth of 35 to 40 feet. Within the terminal are 16 cargo distribution buildings with more than 2 million square feet of space, eight cargo buildings and 54 service structures.

The Port Authority's capital investment in the facility exceeds \$434.5 million. The 1995 cargo volume was 13,220,060 long tons.

PORT NEWARK

Under a lease with the city of Newark, the Port Authority of New York and New Jersey in 1948 assumed operation and development of Port Newark, adjacent to Newark International Airport on Newark Bay.

Port Newark is eight miles from the Narrows by way of the Kill Van Kull. The 930-acre terminal has nearly 23,600 linear feet of berthing space and more than three million square feet within distribution buildings available to shippers.

Cargo volume during 1995 was about 6,006,463 long tons. The total amount expended on leasehold improvements by the Port Authority at Port Newark though 1995 was more than \$411 million.

POSITIVE TRAIN STOP

As part of its signal enhancement program, NJ Transit will be installing positive train stop (PTS) technology on its passenger rail lines.

A PTS system provides for positive stop at a stop signal, temporary speed restriction protection and civil speed restriction protection.

POTHOLE COMPLAINT LINE

The NJDOT has established a toll-free hotline for citizens to call to report potholes on state roadways. It is 1-800-POT-HOLE.

POWER COMMUTE

Power Commute is a public/private demonstration project that is testing the use of electric

cars in a new commuting model with the goal of improving air quality by using zero emission vehicles and reducing traffic congestion.

The project, which began this year, will entail the deployment of 30 electric vehicles at three train stations.

The vehicles will be leased to major employers in the area for use by commuting employees. Charging stations will be installed at the station and work locations.

These station cars will fill the gap between transit stops and work locations, making transit more accessible to commuters.

After approximately one year, employees may garage the vehicle at home, pick up fellow employees at the station and proceed to the workplace.

PRE-APPRENTICESHIP PROGRAM

To redress the continued under representation of minorities, and especially females, on NJDOT and other public construction projects statewide, in 1994 the department, in conjunction with the Federal Highway Administration and the departments of labor and education, embarked on a pilot pre-apprenticeship program to train minorities and females for union apprenticeship programs so they could work on projects that are public contracts.

Three, 12-week courses were completed during the first year contract with 54 graduates (34 minorities, 20 females) in the electrician, operating engineer and carpenter trades.

PRINCETON AIRPORT

Princeton Airport is located in central New Jersey within the limits of Montgomery Township in Somerset County. It is located three miles north of Princeton on Route 206, eight miles north of Interstate 295.

Princeton Airport is owned and operated by Princeton Aero Corporation and has been designated a reliever airport.

It is home to more than 130 single and multi-engine aircraft and averages approximately 75,000 operations a year. The airport is privately-owned and situated on 50 acres of land.

Its single runway measures 3,099 by 60 feet

and offers a nonprecision approach. The airport is outfitted with a full-length taxiway, runway end identifier lights and medium intensity runway lighting.

The airport offers rental instruction and charter. The field has indoor and outdoor aircraft storage, maintenance, fuel sales and a pilot shop.

PROJECT DEVELOPMENT (PRD)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. Project Development (PRD) designates a phase or type of work involving the identification of a solution for a defined transportation problem, the development of a proposed scope of work and budget for a project implementing that solution, and the resolution with the Federal Highway Administration or other appropriate agency of the environmental classification and required environmental mitigation for the proposed project.

PROMPT PAYMENT LAW

In 1991, the Legislature enacted into law the New Jersey Prompt Payment Law and it became effective Jan. 18, 1992.

The law stipulates that prime contractors must promptly pay their subcontractors and suppliers within 10 calendar days of the prime contractor's receipt by the state. Noncompliant contractors are subject to additional interest payment at a rate of 1 percent above the prime rate.

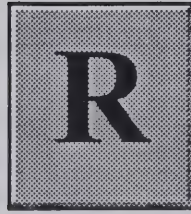
On November 14, 1994, prime contractors were notified of a 30-day amnesty period to pay all outstanding and legitimate claims for payment or be subject to civil and/or criminal prosecution.

PUBLIC/PRIVATE PARTNERSHIP ACT

The Public/Private Partnership Act, enacted into law in 1997, gives the NJDOT the statutory authority to enter into public/private partnerships (PPP) on a demonstration basis.

The law enables the department to promote more private sector investment in transportation initiatives and facilitate the use of federal ISTEA funds earmarked for "partnership" projects.

Independent authorities and NJ Transit have had PPP authority for decades.



RAILROADS

Pioneering the development of rail transportation in New Jersey was Colonel John Stevens of Hoboken. He launched the world's first steam ferry on the Hudson River. Stevens obtained the first railroad charter in the United States in 1815. Ten years later, he ran a "steam wagon," the nation's first steam-operated locomotive, on a circular track in Hoboken.

The New Jersey Legislature granted his son, Robert L. Stevens, the state's first commercial railroad charter for the Camden and Amboy Railroad and Transportation Company in 1830. The younger Stevens also was a pioneer in railroad development. He designed the first T-shaped rail, the hook-headed spike used to fasten rails to ties and the "iron tongue" used to join rails.

The English-made steam locomotive known as the "John Bull" made its debut in the United States on the Camden and Amboy line on November 12, 1831. Until then passenger service on the line was horse-drawn.

The Paterson and Hudson Railroad Company was granted the state's second charter in January, 1831. Horse-drawn trains provided trips between Paterson and Passaic and later to Jersey City.

In 1832, the New Jersey Railroad and Transportation Company was chartered. It, too, offered horse-drawn train service to Jersey City via two drawbridges over the Passaic and Hackensack rivers and tracks over the swampy Meadows.

In 1835, both the P&HR and NJR put steam locomotives on their tracks.

However, these locomotives could not reach Jersey City until construction crews from each company completed an open cut through Bergen Hill in 1838.

By 1836, horse-drawn service was available in the northwestern section of the state via the Elizabethtown & Somerville Railroad and the Morris & Essex Railroad. Both had steam locomotives on their

tracks two years later.

The Somerville & Easton and the Elizabethtown & Somerville merged in 1849 into the Central Railroad Company of New Jersey, which constructed a line to Phillipsburg in 1852.

Paterson gained a reputation for being the nation's home of the "Iron Horse" by the end of the 1830s. The factory of Rogers, Ketchum & Grosvenor built the first steam locomotive in the United States in 1837, and by 1850 Thomas Rogers' plant was building 100 locomotives per year. Other Paterson locomotive producers were Swinburne, Smith & Company and Danforth, Cooke & Company. The plants of these three companies produced 5,871 locomotives by 1881.

By that time, the four big railroads were: Lehigh Valley; Lackawanna; Jersey Central, and New York, Susquehanna & Western.

The second half of the 19th century brought many needed safety innovations to the railroad industry, including the design of the first interlocking switch system by the Camden & Amboy.

Natural barriers fell before New Jersey's railroaders. In 1879, tunneling was begun under the Hudson River. Although the project ended in disaster in 1880 with a cave-in, the tunnel, from Hoboken to New York, as completed 28 years later. The first rail service through the tunnel was offered by the Hudson & Manhattan Railroad, which was acquired in 1962 by the Port Authority of New York and New Jersey and transformed into the PATH system.

Also in 1908 the Lackawanna Railroad began working on its 28-mile "Cut-Off," a new line between Lake Hopatcong and the Delaware Water Gap. The \$10 million project, considered at the time one of the world's greatest engineering accomplishments, was completed in December, 1911.

In 1910, The Pennsylvania Railroad electrified its line from Manhattan Transfer station near Newark to Pennsylvania Station in New York.

During the 1930s, the Pennsylvania began a \$2 million program to extend its electrification

facilities to Washington, D.C. The electrification reached Trenton in 1933 and Washington in 1935.

The Lackawanna Railroad also electrified its train facilities from Hoboken to Morristown in 1930, and a year later electrified train service reached Dover and Gladstone.

In general, rail service in New Jersey began to decline after World War II as more people and industries shifted to the automobile. By 1959, rail patronage had reached an all-time low, causing the first railroad abandonment. Rail revenues, particularly from passenger service, dropped steadily and drove some carriers to bankruptcy and others to the brink of insolvency.

To preserve passenger service, the state began to provide financial and capital assistance to railroads in the 1960s.

RED LION AIRPORT

Red Lion Airport is located in Southampton Township, Burlington County, two miles south of Vincentown. It is a privately-owned, public use general aviation airport situated on 95 acres 14 miles from Exit 4 of the New Jersey Turnpike.

Red Lion has one runway which measures 2,880-by-43 feet. A full length taxiway services aircraft using the runway.

The approaches on both runway ends are visual, although a nonprecision circling VOR-A approach is provided. Medium intensity lighting provides navigational aid for night operation.

The airport experiences 18,000 annual operations and has 80 based aircraft.

REDUCED FARE PROGRAM

The reduced fare program is administered by NJ Transit. Its special rate allows senior citizens and people with disabilities to ride at up to 50 percent off regular fares during off-peak hours.

Customers are required to show their Medicare or their NJ Transit reduced fare card to purchase tickets.

Applications are required to receive a reduced fare card. They are available at banks, savings and loan associations at county offices on aging. Information about the program can be obtained by calling customer service toll-free at 1-800-772-3606.

REFLECTORIZED PLATES

A 1989 state law directed the Division of Motor Vehicle Services to implement a phase-in program for the production and distribution of reflectorized license plates. General issuance of reflectorized passenger plates began in November 1992.

As of January 1997, a total of 3.8 million vehicles had reflectorized plates.

REST AREAS

The NJDOT has constructed and continues to maintain five major rest areas along highways, five minor rest areas and five scenic overlooks.

Generally, major rest areas include restrooms, an information desk, vending machines, telephones, picnic tables and night lighting. Minor rest areas include telephones, picnic tables and night lighting. Scenic overlooks contain picnic tables.

These facilities are located on Interstate 78, Interstate 80, Interstate 287 and Interstate 295.

REVERSE COMMUTE PROGRAM

This NJDOT program involves the analysis of census data to determine the location of employment of residents in a municipality. The municipality may then examine this data and determine if there are ridesharing opportunities for other residents of the municipality at that location.

RIDEMATCHING PROGRAM

This is a free NJDOT-sponsored program to help to employers and employees find people with whom to share a ride to work. It also aids municipalities that seek to find relief from downtown congestion for private businesses located within their borders.

The toll-free ridematching number at the NJDOT is 1-800-245-POOL.

RIDESHARING

The Automobile Club of America (AAA) calculates the average cost of operating a mid-size car at 39.2 cents per mile. Based on an average round trip commute of 24 miles per day, and a 21-day work month, driving to work alone costs \$197.56 per month.

RIGHT OF WAY (ROW)

This is one of several classifications used by the NJDOT to denote the stage of development of a project as it proceeds through the pipeline. Right of Way (ROW) is a phase or type of work that involves the purchase of land needed for a project.

ROBERT J. MILLER AIRPARK

Robert J. Miller Airpark is located in Berkeley Township, Ocean County, near Toms River and the Garden State Parkway. It is a publicly-owned, public use general aviation airport that is owned and operated by the County of Ocean.

The facility has 100 based aircraft and experiences 35,500 annual operations.

The airpark has one runway that measures 5,949 feet in length. It is outfitted with a precision approach and two nonprecision approaches. Navigational aids available include high intensity runway lighting, visual approach slope indicators and runway end identifier lights.

ROAD MILEAGE

As of January 1, 1997, there was a total of 35,921 miles of public roads in New Jersey: 2,334 under the jurisdiction of the NJDOT; 399, authorities; 7,533, counties; 25,084, municipalities, and 571, parks.

ROADSIDE REHABILITATION PROGRAM

The NJDOT's roadside rehabilitation program entails items such as the installation of low maintenance landscaping, tree trimming, selective thinning, selective clearing, headlight glare plantings, screen plantings, planting bed rehabilitation and graffiti removal.

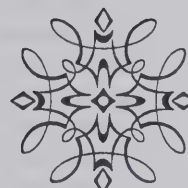
JOHN DAVISON ROCKEFELLER MEMORIAL HIGHWAY

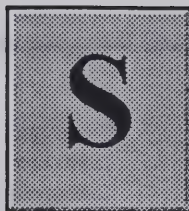
In 1937, following the death of the founder of the Rockefeller fortune and dynasty, the New Jersey Legislature named what is now known as Route 70 the "John Davison Rockefeller Memorial Highway."

According to the enabling legislation, the industrialist and philanthropist's "interest in New

Jersey's industries contributed much to the industrial prosperity and welfare of the citizens of New Jersey. His world-wide interest and leadership in education, health, medicine, business, religion and art contributed much to the human happiness and well-being of the peoples of the world." At the time of the Legislature's action, the highway was known as Route 40.

In 1945, a 60-mile stretch of Route 70, from Marlton to the Brielle Circle, was designated a limited access roadway because it traverses the scenic New Jersey Pinelands, an area known to botanists throughout the world for its wealth of vegetation and unique flora. Since then, the NJDOT has endeavored to preserve and maintain the native landscape adjacent to the roadway, from the Eastern hardwoods to the oaks and pine.





SEAT BELT LAWS

The New Jersey seat belt law requires that all front-seat occupants of passenger vehicles be buckled in a seat belt system.

The driver is responsible for any front-seat passenger under the age of 18. Front-seat passengers 18 or older are responsible for themselves and can receive a ticket.

You can be held in violation of the law if you are found to be unbuckled when stopped for some other suspected violation. The fine is \$20 plus court costs.

Exempt from the law are occupants riding in vehicles manufactured before July 1, 1966, rural letter carriers employed by the U.S. Postal Service and persons with written verification from a licensed physician that they are unable to wear a safety belt system for physical or medical reasons.

Trucks, even pick-up and other light trucks designed primarily for the transportation of cargo, are exempt from the seat belt requirements. However, the Division of Motor Vehicle Services strongly advises that seat belts be used by anyone riding in a motor vehicle because it is the safest way to ride.

The New Jersey child passenger safety law states that children under 18 months of age must be properly buckled into a federally-approved child car seat regardless of where they ride in your vehicle.

All children under five must also be in a child car seat if they ride in the front seat, or belted if riding in a rear seat.

SECAUCUS TRANSFER

A rail transfer station being constructed in the Meadowlands that will allow Main/Bergen and Pascack Valley line riders to transfer to trains on the Northeast Corridor to Manhattan. It will also provide access from North Jersey to other areas of New Jersey served by commuter rail.

It is being financed mainly by federal ISTEA funds and is part of the NJDOT's Urban Core Project.

SEPTA

The Southeastern Pennsylvania Transportation Authority (SEPTA) operates an extensive regional public transit system serving the Philadelphia metropolitan area, with its focus being the city of Philadelphia.

SEPTA service to and from New Jersey consists of a commuter rail line terminating at the Trenton station along the Northeast Corridor.

Until service was suspended on the line, SEPTA also provided commuter service to the West Trenton station on the West Trenton Line.

'SHARE THE ROAD'

"Share the Road" is a public relations campaign undertaken by the NJDOT to promote the safe sharing of public rights of way by all users, whether they be pedestrians or the operators of automobiles, bicycles or trucks.

The principal theme of the campaign is that all road users, both motorized and non-motorized, have rights and responsibilities as users of public rights of way, and that they need to be aware of, and respect, the rights of others.

The campaign consists of information flyers (more than a million distributed to date), radio spots and newspaper advertisements.

SHORT LINE OPERATORS

To address the issue of competition in the railroad industry, Congress passed the Staggers Act of 1980, which substantially deregulated railroads allowing them to be more responsive to changing economic conditions. One of the significant impacts of deregulation in New Jersey has been the emergence of short line railroad operations.

These operators, normally small in size, have filled part of the void left by Conrail abandonments. Without the existence of a stable base of short line carriers, many freight lines might be lost along with the

industries they serve.

SIGNS

In 1996, the NJDOT embarked on an aggressive program to improve road identification signs on New Jersey highways.

More than 16,000 new, improved signs were installed within a year. The program included larger street name signs hung from signal mast arms, guide signs at the intersection of state and county roads, and boundary signs designating municipal and county borders on freeways and interstate highways.

SKY MANOR AIRPORT

Sky Manor Airport is located in Pittstown near the junction of Interstate 78 and Route 31 in Hunterdon County. It is a privately-owned but public use facility that covers 60 acres.

The airport is home to more than 90 aircraft and experiences more than 46,000 operations a year.

It has a single runway measuring 2,438-by-52 feet with a nonprecision approach. It is also outfitted with a full length taxiway and low intensity runway lighting.

SNOW OPERATIONS

Historically, the NJDOT's policy in the event of snow is to return to wet pavement as soon as economically feasible after the storm. The department's aim is to spread the roadways with salt within two hours after the last spreading truck has been dispatched.

The minimum staffing need for snow operations is 1,176, including volunteers.

In 1996, the department's salt storage capacity was in excess of 149,000 tons. The number of contractor plow trucks was 1,005; contractor loaders and graders, 190, and contractor spreaders, 125.

SOIL EROSION AND SEDIMENT CONTROL ACT

The New Jersey Soil Erosion and Sediment Control Act of 1975 and amendments of 1979 require that all construction projects that disturb 5,000 square feet of earth or more must include measure to protect the environment from soil erosion and sedimentation.

Pursuant to the law's mandate, the NJDOT, in

conjunction with the state Department of Environmental Protection and the state Soil Conservation Committee, developed vegetative and engineering standards.

The Department of Transportation will certify to the appropriate Soil Conservation District that the appropriate standards are included in each project and will be used during construction to comply with the intent of the act. The standards were developed for, and are applicable for use only on, NJDOT projects or projects within a NJDOT right of way.

SOLBERG-HUNTERDON AIRPORT

Solberg-Hunterdon Airport is located in Readington Township. It is a public use general aviation airport owned and operated by the Solberg Aviation Company.

Solberg-Hunterdon encompasses about 727 acres of land and has four runways.

One is an asphalt/turf strip that measures 3,735-by-183 feet and is equipped with medium intensity lighting. Another is a turf strip measuring 2,456-by-160 feet. The third runway is also a turf strip that measures 3,440-by-200 feet. The final runway, measuring 2,000-by-250 feet, is classified as restricted use. It is primarily used for glider operations.

The airport has two nonprecision approaches, supports 100 based aircraft and has approximately 87,000 annual operations. It is designated a reliever airport.

SOMERSET AIRPORT

Somerset Airport is located in central New Jersey in the Township of Bedminster, five miles from the county seat of Somerville.

Founded in 1946, Somerset Airport, which is a privately-owned, public use facility, is operated by Somerset Air Service Inc. It is a designated reliever.

The 200-acre airport is home to almost 170 single-engine and multi-engine aircraft. It logs over 95,000 operations a year.

Somerset has three runways with two nonprecision approaches and runway lengths of less than 2,800 feet.

It is outfitted with a taxiway system that serves all three runways. One runway is equipped with low

intensity lighting.

SOUTH JERSEY REGIONAL AIRPORT

South Jersey Regional Airport is located in Lumberton Township, Burlington County, three miles north of the town of Medford.

It is owned by the Aviation Industrial Realty Corporation and designated a reliever airport.

The airport is base for more than 180 private and corporate aircraft. It experiences 58,000 operations a year.

Its single runway is 3,911 feet long, equipped with low intensity lighting and offers a nonprecision approach.

SOUTH JERSEY PORT CORPORATION

The corporation was established in 1968 and charged with the development of port facilities in the South Jersey Port District, which consists of Mercer, Burlington, Camden, Gloucester and Cape May counties.

Members have five-year terms and are unsalaried but may be compensated for expenses.

SOUTH JERSEY TRANSPORTATION AUTHORITY

Created by an act of the Legislature in 1991, the South Jersey Transportation Authority operates the Atlantic City Expressway, Atlantic City International Airport and other transportation facilities in Atlantic, Camden, Cape May, Cumberland, Gloucester and Salem counties, as successor to the New Jersey Expressway Authority and the Atlantic County Transportation Authority.

Expressway toll revenue was \$24.3 million in 1995.

Members include the commissioner of transportation in an ex officio and voting capacity.

They serve without compensation but are entitled to reimbursement for expenses.

Its administrative offices are located at the Farley Service Plaza on the Atlantic City Expressway in Hammonton.

SPECIAL LICENSE PLATES

The New Jersey Division of Motor Vehicle

Services offers 11 types of special license plates for sale to the public to raise funds for specific worthwhile projects.

The first, authorized by the Legislature in 1993 and issued in January 1994, promotes wildlife conservation.

Others authorized since then promote animal welfare, shore protection, the Olympics, the Battleship New Jersey, historic preservation, shade tree and community programs, Pinelands preservation, conquering cancer, Barnegat Baymen and Liberty State Park.

More than 100,000 special license plates have been issued since their inception.

SPECIAL SERVICES PROGRAM

This program, designed to assist the elderly and disabled, is administered by NJ Transit.

The Senior Citizen and Disabled Resident Transportation Assistance Act was signed into law in 1984. NJ Transit's Office of Special Services was designated to take the lead in developing program guidelines, policies and procedures and overseeing day-to-day administration of the program.

Activities include reviewing applications for funding, monitoring existing programs and projects to ensure compliance with relevant state and federal laws and program guidelines, developing and implementing a bus and rail accessibility program and assisting the county special transportation programs in maintaining their paratransit programs through technical assistance and workshops.

This legislation provides 7.5 percent of the casino tax fund to be appropriated for transportation services for senior and disabled persons. By law, 75 percent of these funds are made available to the counties through NJ Transit for capital, operating and administrative expenses to provide locally coordinated paratransit services.

The amount each county receives is determined by utilizing an allocation formula based on the number of residents 60 years of age and over as reflected in the most recent U.S. Census Report. The program guidelines also established minimum and maximum levels of funding for each county.

The Office of Special Services is made up of two units.

The ADA Unit oversees bus and rail accessibility issues and Americans with Disabilities Act (ADA) policies and programs including Access Link, NJ Transit's fixed route complementary paratransit service.

The Local Program Support Unit oversees the county portion of casino revenue funds, the Federal Transit Administration Section 16 and 18 grant programs as well as several other smaller grants.

The casino revenue guidelines require each of the 21 counties to form a citizen advisory committee to review all local programs and expenditures utilizing the funds including the annual county application to NJ Transit.

Each county is required to hold a public hearing prior to submission of the application.

The Section 16 program subsidizes the purchase of vehicles that are then leased to organizations providing transportation to seniors and persons with disabilities.

Funding under the Section 18 program is allocated for capital, administrative and operating assistance for public transportation services in small urban and rural regions. These services are open to the general public.

STANDARD ROUTE IDENTIFICATION (SRI) SYSTEM

To identify each of New Jersey's public roads, a 10-character identification is being assigned to the roadways. Assigned route numbers, street names and locally-used nicknames are included in the roadway database as synonyms.

In this way, the database can differentiate from streets with the same name and can facilitate integration of databases from different sources.

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Development and Redevelopment Plan is a voluntary plan designed to help local governments restrict development of precious open space and protect groundwater and other sensitive environmental areas.

Its aim is to slow suburban sprawl and steer new growth into areas already developed.

By order of the commissioner, the state Department of Environmental Protection uses the plan in deciding new policy and the fate of new permit applications.

STATE HIGHWAY ACCESS PERMIT COMPUTER SYSTEM HOTLINE

The NJDOT has established a toll-free hotline to reach the State Highway Access Permit Computer System. It is 1-800-ADD-ACUT.

STATE HISTORIC PRESERVATION OFFICE (SHPO)

The State Historic Preservation Office (SHPO) is part of the New Jersey Department of Environmental Protection.

The federal Historic Preservation Act of 1966 required each state to have an SHPO. The act also requires consultation and coordination with the SHPO for all federal activities that impact historical or archeological resources of local, state or national significance.

STRAIGHT LINE DIAGRAMS

A straight line diagram (SLD) is a simple, one-dimensional graphic depiction of a roadway section and its related roadway data attributes which transportation officials and other customers use as a data inventory resource.

The NJDOT has been producing straight line diagrams for roads under its jurisdiction since 1968. Through 1996, these diagrams were developed manually through standard drafting methods.

In 1997, the SLDs were automated using object linking and embedding automation technology to create the diagrams from data supplied in a relational database.

SLDs are now available for state roads, the national highway system, toll roads and principal arterial routes.

STRATEGIC MOBILITY

This NJDOT funding classification incorporates work that adds to the capacity of New Jersey's transportation system by way of major capital construction.

Under this heading are projects listed as missing links, major widenings and economic development.

STUDENT DISCOUNT PASS PROGRAM

The student discount pass program, which is administered by NJ Transit, allows students to ride at 25-to-30 percent off regular fares.

Information about the program can be obtained by calling customer service toll-free at 1-800-772-3606.

SUPERPAVE

"Superpave" is a performance based asphalt mix design and testing specification.

New Jersey has joined the national effort to incorporate this high performance mix design method into its new Quality Assurance/Quality Control (QA/QC) specifications.

The combination of "Superpave" and QA/QC will result in highway pavement having an extended life and requiring reduced maintenance.

SURFACE TRANSPORTATION PROGRAM (STP)

The federal Surface Transportation Program (STP) is a federal block grant program established under ISTEA to help states with their transportation needs.

Funding must be set aside for safety (STP-SY) and transportation enhancement (STP-TE). Sub-allocations must be made to urbanized and non-urbanized areas.

STP-NJ is a term used to designate funds for projects within the North Jersey Transportation Planning Authority area.

STP-STU is a term used to designate funds for projects within the Delaware Valley Regional Planning Commission area.

STP-SJ is a term used to designate funds for projects within the South Jersey Transportation Planning Organization area.

SUSSEX AIRPORT

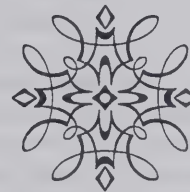
Sussex Airport is situated in the upper northwest corner of New Jersey in Wantage Township.

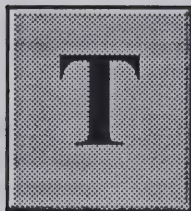
The .96-acre airport is located in Sussex County and lies 11 miles south of New York State.

It has approximately 150 based aircraft and 67,000 operations a year. It is a reliever airport.

Its single paved runway, with runway end identifier lights and medium intensity lighting, is 3,499 feet long.

A full length taxiway also serves the runway. In addition, a circling nonprecision approach serves the airport.





TETERBORO AIRPORT

Teterboro Airport, a designated reliever airport, is situated in Bergen County and lies just eight miles west of New York City.

On April 2, 1949, the Port Authority of New York and New Jersey bought Teterboro Airport for about \$46 million. In 1967, the authority signed a 30-year agreement under which Teterboro Airport is operated as a public airport by a private airport operator.

The airport handled about 184 aircraft movements in 1995.

It is home to about 129 based aircraft. One runway is 7,000-by-150 feet. A second is 6,013-by-150 feet and has a precision approach.

TRAFFIC MONITORING SYSTEM FOR HIGHWAYS (TMS/H)

This program was required by the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The TMS/H remains a requirement even though most ISTEA management systems were subsequently made optional.

New Jersey's traffic monitoring system for highways is a network of continuous monitoring stations located throughout the state.

These monitoring stations include:

- Automatic Traffic Recorders (ATRs) that count the number of vehicles passing each site;

- Automatic Vehicle Classification (AVC) stations that count the number of vehicles by type of axle configuration thereby making it possible to identify automobiles, single unit trucks, single trailer trucks and twin trailer trucks, and

- Weigh-in-Motion (WIM) stations that measure the axle loads of trucks passing over their sensors.

In addition to the stations, 48-hour traffic counts are made at more than 3,000 sample sites once every three years.

Using factors from the continuous stations, the Annual Average Daily Traffic (AADT) is estimated for each of the short-term sample sites. This traffic data is provided to the Federal Highway Administration as part of the Highway performance Monitoring System (HPMS) annual submittal, which is used in national-level needs analyses and reports to Congress.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs)

TMA is an acronym for Transportation Management Association. TMAs represent a cooperative effort on the part of state and local governments, private industries and individual citizens to address the problem of traffic congestion and reduce the demand for highway transportation.

Although TMAs may take different forms and seek to address different problems, they are all based on the principle that the private sector must share the responsibility for dealing with traffic congestion.

The types of initiatives which TMAs may participate in include operation of ridesharing matching programs, development of effective flextime or staggered work hours, and initiation of shuttle services and new transit routes.

There are nine TMAs in New Jersey: Cross County Connection, Marlton; Hunterdon Area Rural Transit, Flemington; Hudson, Jersey City; Morris County Rides, Cedar Knolls; Transit Plus of Essex & Union, Newark; Greater Mercer, Princeton; Keep Middlesex Moving, New Brunswick; Ridewise of Raritan Valley, Somerville, and Meadowlink Ridesharing, Rutherford.

TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMA) PROGRAM

This NJDOT-sponsored program provides funding and technical support to TMA offices around the state that serve as a voice for business in local transportation decision making. The TMAs are non-

profit membership associations that are supported by, and work directly with, area employers, developers and the public sector to solve transportation and commuting problems.

TRANSCOM

An acronym for the Transportation Operations Coordinating Committee, a center for traffic operations and planning. TRANSCOM is a cooperative venture of various operators of highway facilities in the area.

Participating agencies are NJDOT, New York City DOT, New York State DOT, New Jersey Turnpike Authority, New Jersey Highway Authority, Port Authority of New York and New Jersey, New Jersey State Police, NJ Transit, Metropolitan Transit Authority, New York State Police, New York State Thruway Authority, Port Authority Trans-Hudson, Palisades Interstate Park Commission, Federal Highway Administration and the Triborough Bridge & Tunnel Authority.

TRANSITCHEK PROGRAM

Through the TransitChek program, which is administered by NJ Transit, employers buy vouchers valued up to \$60 per month per employee. They are used as cash for mass transit and vanpools. Employers provide them to employees for their work commutes, leading to a \$60 per month state and federal tax-free benefit.

TRANSPORTATION ENHANCEMENT PROGRAM

Under this program, municipalities may seek funding from the NJDOT for improvements that enhance the travel experience and quality of life.

Notices are sent to every municipality in September each year, with applications due by November 30. Funding is partially derived from the federal Surface Transportation Program (STP), which is a federal block grant program for transportation.

Applications are rated and selections are based on the extent to which the proposal is directly transportation related and construction ready. Types of proposals include: historic preservation, scenic sites creation or acquisition, bicycle and pedestrian facilities, and preservation of abandoned railway corridors.

Funding is estimated at between \$10 million and \$12 million each year. Funds are distributed after analysis by a screening committee of historians, engineers and others from around the state. The funds are made available by summer.

TRANSPORTATION TRUST FUND

The New Jersey Transportation Trust Fund was established by the Legislature in 1984 to provide a stable source of funding for the expansion, repair and maintenance of the state's road and mass transportation infrastructure. Prior to 1984, appropriations from the state's General Fund for these purposes fluctuated from years to year making long range planning difficult.

The trust fund is financed essentially by those who use the transportation system through the constitutional and statutory dedication of a major portion of the existing 10.5 cents per gallon state gas tax as well as a tax on diesel fuel, trucking fees, toll road contributions and federal transportation aid.

The state transportation commissioner is chairman of the Transportation Trust Fund Authority, which serves as the fund's financing agency. The authority provides for the sale of bonds for long-term capital financing.

The trust fund has been renewed twice by the Legislature.

The original trust fund, which extended from 1984 until 1988, provided more than \$3 billion in combined state and federal dollars over the four-year period. Funding came from an annual state appropriation of \$143 million -- including \$88 million from a dedication of 2.5 cents of the then 8-cent motor fuels tax; \$25 million annually pledged by the three toll road authorities from their surpluses; \$30 million annually from increased trucking fees; available federal funds, and revenue realized from the sale of bonds by the Trust Fund Authority.

Transportation Trust Fund II, signed into law on January 19, 1988, established a seven-year capital program funded through a 2.5-cent increase in the motor fuels tax (from 8 to 10.5 cents) which was dedicated to the Trust fund; an additional 2-cent dedication of the existing motor fuels tax, and an increased bonding capacity for the Trust Fund Authority (from \$600 million to \$1.7 billion.)

Trust Fund II resulted in a gas tax hike from 8

cents to 10.5 cents, of which 7 cents was dedicated to the trust fund. The 7 cents came from the 2.5-cent dedication authorized by Trust Fund I, the new 2-cent dedication, and the 2.5-cent tax increase, which was also dedicated.

The Legislature initially capped annual transportation spending during the life of Trust Fund II at \$365 million but subsequently raised the cap to \$565 million.

Trust Fund III was authorized in 1995 and given an indefinite life span. Its initial five-year capital program was capped at \$700 million annually, although the cap was lifted to \$900 million in 1997. To provide a suitable and steady revenue stream, voters approved a constitutional referendum in November 1995 increasing the portion of the 10.5-cent gasoline tax dedicated to the trust fund. It will rise to a full 9 cents by 1999. (The remaining 1.5 cents per gallon of the existing motor fuels tax cannot be dedicated for use by the trust fund because it is already dedicated to finance bonds issued prior to Trust Fund I in 1984.)

TRAVEL DEMAND MANAGEMENT ADVISORY COUNCIL

The Travel Demand Management Advisory Council was established under the New Jersey Traffic Congestion and Air Pollution Act of 1992.

The commissioners of transportation, commerce and economic development, environmental protection, labor, personnel, and the executive director of the New Jersey Transit Corporation are ex officio members.

The act also provided for the appointment of two employer representatives, a labor representative, and an environmental group representative for terms of five years without compensation.

TRENTON MERCER AIRPORT

Trenton Mercer Airport is located in Ewing Township, five miles northwest of the City of Trenton, and is accessed by Interstate 95.

The airport is a publicly-owned, public use facility operated by Mercer County. It is part of the county's International Trade Center, which comprises over 1,000 acres surrounding the airport. The center supports research and development, manufacturing,

warehousing, light industry and offices.

Commercial airline service began at Trenton Mercer Airport during the summer of 1995. The airfield, with 175 based aircraft, experiences 146,000 annual operations.

The airport supports a large contingent of helicopters and more than 18 military aircraft.

The primary runway is 6,006 feet long and equipped with a precision approach and two nonprecision approaches. It is outfitted with high intensity runway lighting, visual approach slope indicators and an approach lighting system. A second runway is 4,800 feet long and equipped with two nonprecision approaches.

In addition to airside capabilities for handling the majority of the corporate and air carrier aircraft fleet, the facility provides FAA Air Traffic Control services and 24-hour security/fire protection.

TRENTON-ROBBINSVILLE AIRPORT

Trenton-Robbinsville Airport is a privately-owned airfield in Washington Township seven miles east of Trenton in Mercer County. It is accessible from Exit 5 on Interstate 195.

The airport, a designated reliever, has 23,000 annual operations, many of which are flight-instruction related, and 50 based aircraft.

Its single runway is 4,275-by-80 feet and is equipped with low intensity runway lighting, visual approach slope indicator and a straight-in nonprecision approach. A full length parallel taxiway serves the runway.

TRINCA AIRPORT

Trinca Airport is situated in Green Township, Sussex County, in the upper northwest corner of New Jersey. It lies 56 miles west of New York City.

Built in 1939, Trinca is a privately-owned and operated, public use general aviation airport. It is operated by Tranquility Aero Corporation.

The 12-acre airport has more than 25 based aircraft and more than 7,000 annual operations.

It has one turf runway that is 1,924 feet long and 135 feet wide. It has no taxiway but is equipped with low intensity runway lighting.

The airport has a terminal and offers fuel, flight instruction and maintenance.

TROLLEYS

Urban mass transportation began to take on a new look in 1890 with the introduction of the trolley, an electric street car.

In July 1890, the Passaic, Garfield & Clifton Railway Company received the first state charter in 1899 for a totally electric railway, ran its first three-car electric train. Three months later the city of Newark had its first trolley when the Newark Passenger Railway Company sent its car No. 1, the "Irvington," up Market Street and Springfield Avenue.

The Seashore Electric Railway Company, based in Asbury Park, was the only completely electrified rail company in the state. It had 21 cars and ran on a seven-mile track.

By the turn of the century, trolleys were almost everywhere. The cost to operate power stations spurred the consolidation of companies. This led to the founding of the Public Service Corporation in 1903, which provided gas and electric services to the general public and electric power for street railways.

Trolleys eventually were supplanted by motor buses, and the Public Service Railway Company was succeeded by Public Service Coordinated Transport. In 1972, Public Service became Transport of New Jersey, the state's largest bus operator.





URBAN AID PROGRAM

In addition to funding available to the cities under the Municipal Aid Program, urban areas designated by the state Department of Community Affairs as distressed may apply to the NJDOT for assistance for local roadway improvements.

Notices are sent to each municipality in April each year. Completed applications are due by June 30.

The funding has been \$5 million annually and is distributed in the same proportion as urban aid provided by the Department of Community Affairs to those designated urban aid municipalities.

URBAN COORDINATING COUNCIL

The Urban Coordinating Council was created by the Governor in 1995 to pursue a new neighborhood-based approach to projects in urban areas.

All cabinet members, including the commissioner of transportation, or their designees serve on the council as well as the executive directors of the Economic Development Authority, Casino Reinvestment Development Authority, State Planning Commission, and the Housing and Mortgage Finance Agency.

Projects undertaken by the council include road reconstruction and improvements to road and bus stations.

UTILITY (UTIL)

This is one of several classifications used by the NJDOT to denote the state of development of a project as it proceeds through the pipeline. In some cases, the utility relocation work associated with a project must be programmed separately from the actual construction phase of work. These items are shown under the "Utility" (UTIL) category.

UTILITY AND TRANSPORTATION CONTRACTORS ASSOCIATION

The Utility and Transportation Contractors

Association (UTCA) of New Jersey is based in Lakewood and has 1,200 member firms.

It is one of the largest construction associations in the nation.

VAN AND CAR POOL INFORMATION HOTLINE

The NJDOT has established a hotline for people to obtain information about van and car pools. It is 1-800-245-POOL.

VASI

An acronym for Visual Approach Slope Indicator, a lighting system providing a visual flight path, within the airport approach zone, so that an approaching pilot can establish a more positive controlled descent.

VFR

An acronym for Visual Flight Rules, which are the rules under which aircraft are operated by visual reference to the ground and fly on a "see and be seen" principle.

VINELAND-DOWNTOWN AIRPORT

Vineland-Downtown Airport is located in southeastern Gloucester County near the border of Cumberland and Atlantic counties.

Although the airport is located in Gloucester County, the local economy is based in nearby Vineland, which is in Cumberland County.

Vineland-Downtown is an agricultural aerial application (agricultural spraying) center for the region.

It is a 45-acre privately-owned, public use facility.

The airport has been a base for agricultural applications since 1945.

The airport is comprised of two turf runways. The primary runway is 2,230 feet long by 100 feet wide and has a visual approach at both ends.

In addition, the Cedar Lake VOR (very high

frequency omnirange radio beacon) is located on the field. The facility operates non-standard lighting on the primary runway and has fuel.

There are approximately 20 aircraft based at the airport, which hosts about 10,500 annual operations.

VOR

An acronym for Very High Frequency Omnidirectional Range air navigation aid, which provides bearing information to aircraft.

WATER TRANSPORTATION

Navigation on the waterways serving New Jersey has contributed to the economic development and physical growth of the state and to the greater Newark and Camden areas in particular.

In 1621, a company of Dutch soldiers established the first port along the Delaware River at the present location of Gloucester.

Robert Treat sailed through Newark Bay and up the Passaic River to the vicinity of Mulberry Street in Newark in 1666.

John Fitch's development of a steam powered engine for marine vessels added a new dimension to water transportation in the late 1780s.

As a demonstration, he successfully operated a 45-foot steamboat on the Delaware River for members of the Constitutional Convention.

Fitch later built a larger steamboat that carried passengers and freight between Philadelphia and Trenton.

By the mid-1800s, steamers were delivering their cargos to Gloucester, Camden, Trenton and to Philadelphia, which was becoming the dominant port on the Delaware.

While port facilities were being developed to serve ships on the Delaware, officials in Newark were discussing the possibilities of converting the large marshlands next to Newark Bay into a port capable of handling ocean-going vessels.

In 1914, ground was broken near Peddie Creek to create a 20-foot deep channel. One year later, the city of Newark hosted more than 10,000 people at the official opening of Port Newark. The first ship to unload its cargo at the seaport was the "A.J. West," a schooner which had carried mahogany from Manila.

WOODBINE MUNICIPAL AIRPORT

Woodbine Municipal Airport is located six miles west of the Jersey Shore, near Sea Isle City.

It is less than five miles from Exit 17 of the Garden State Parkway in Dennis Township, Cape May County. An active Conrail line is adjacent to the airport property.

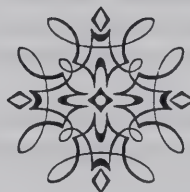
The airport is base for 40 aircraft, and approximately 18,000 annual operations occur at the facility.

Woodbine is a publicly-owned, public use general aviation airport located on a 700-acre tract.

It has two runways. The primary runway is 3,300 feet long and 150 feet wide, a partial length taxiway and visual approach at both ends.

The secondary runway is 3,100-by-75 feet and has a full length parallel taxiway and a visual approach on both ends.

A nonprecision circling approach is available to the airport. Medium intensity runway lighting and fuel also are available.



APPENDIX

Commonly Used Acronyms:

AA	Affirmative Action
AAA	Automobile Association of America or Automobile Clubs of America
AAH	Adopt-a-Highway
AAN	American Association of Nurserymen
AAMVA	American Association of Motor Vehicle Administrators
AAP	Affirmative Action Plan
AASHTO	American Association of State Highway & Transportation Officials
ACI	American Concrete Institute
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
A/E	Architectural/Engineering
AHAR	Automatic Highway Advisory Radio
AIA	American Institute of Architects
AISC	American Iron & Steel Institute
ALEC	American Legislative Exchange Council
ALS	Approach Lighting System
AMTRAK	American Travel by Track (National Railroad Passenger Corporation)
ANSI	American National Standards Institute
APA	American Planning Association
APTA	American Public Transit Association
ASCE	American Society of Civil Engineers
ASHE	American Society of Highway Engineers
ASLA	American Society of Landscape Architects
ASR	Airport Surveillance Radar
ASTM	American Society for Testing and Materials
ATA	American Trucking Association
ATC	Automatic Train Control
ATIS	Advanced Traveler Information Systems
ATMS	Advanced Traffic Management Systems
AVCS	Automatic Vehicle Control Systems
AVI	Automatic Vehicle Identification
AVL	Automatic Vehicle Location
AWS	American Welding Society
BPU	Board of Public Utilities

BTA	Business Transit Alliance
CAA	Clean Air Act
CAAA	Clean Air Act Amendments of 1990
CADD	Computer Aided Design & Drafting
CAP	Capital Acquisition
CBD	Central Business District
CE	Categorical Exclusion or Chief Engineer
CEC	Consulting Engineers Council of New Jersey
CFR	Code of Federal Regulations
CIAP	Construction Industry Advancement Program of New Jersey
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
CON	Construction
CONRAIL	Consolidated Rail Corporation or Conrail, Inc.
CSAO	Conrail Shared Assets Operator
CSG	Council of State Governments
CSP	Consultant Selection Process
CSX	CSX Corporation
CTL	Concrete Technology Laboratories
CTP	Consolidated Transportation Program
CVO	Commercial Vehicle Operations
CVSA	Commercial Vehicle Safety Alliance
CWA	Communications Workers of America
CZM	Coastal Zone Management
D/B	Design/Build
DBE	Disadvantaged Business Enterprise
DCED	Department of Commerce and Economic Development
DE	District Engineer
DEIS	Draft Environmental Impact Statement
DEP	Department of Environmental Protection
DES	Design
DMV	Division of Motor Vehicles
DOI	Department of the Interior (U.S. Government)
DOP	Department of Personnel
DOT	Department of Transportation
DPW	Department of Public Works
DR&BA	Delaware River and Bay Authority
DRJTBC	Delaware River Joint Toll Bridge Commission

DRPA	Delaware River Port Authority
DVRPC	Delaware Valley Regional Planning Commission
EA	Environmental Assessment
EAF	Environmental Assessment Form
EC	Design and Construction
EEO	Equal Employment Opportunity
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency (U.S. Government)
ERC	Design, Right of Way and Construction
ESP	Emergency Service Patrol
ETC	Electronic Toll Collection Consortium
ETR	Employer Trip Reduction
FAA	Federal Aviation Administration
FAP	Federal Aid Program
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLSA	Fair Labor Standards Act
F/O	Fiber-optic cable
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
FTMS	Federal Test Method Standards
GIS	Geographic Information System
GNB	Greenbelt
GPS	Global Positioning System
GSP	Garden State Parkway
HAR	Highway Advisory Radio
HAZMAT	Hazardous Materials
HE	Highway Engineer
HIBs	High Intensity Beacons
HOV	High Occupancy Vehicle
HPR	Highway Planning & Research
HUD	Housing & Urban Development (U.S. Government)
ICE	Interstate Cost Estimate
I&M	Inspection & Maintenance
ILS	Instrument Landing System
IMS	Inventory Management System
IP	Information Processing
ISA	International Society of Arboriculture
ISTEA	Intermodal Surface Transportation Efficiency Act

ITE	Institute of Traffic Engineers
IVHS	Intelligent Vehicle Highway Systems
IWIF	Injured Workers Insurance Fund
LG	Local Government
LOC	Letter of Credit
LOS	Letter of Service
LRP	Long Range Plan
LRT	Light Rail Transit
MADD	Mothers Against Drunk Driving
MAG	Management Advisory Group
MBE	Minority Business Enterprise
MIS	Management Information System or Major Investment Study
MMS	Maintenance Management System
MOC	Memorandum of Contract
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTA	Mass Transit Administration
MUTCD	Manual on Uniform Traffic Control Devices
MVM	Million Vehicle Miles
MVS	Division of Motor Vehicle Services
NAAQS	National Ambient Air Quality Standards
NAGHSR	National Association of governors' Highway Safety Representatives
NAPA	National Asphalt Paving Association
NASHTO	Northeast Association of State Highway & Transportation Officials
NCSL	National Conference of State Legislatures
NEPA	National Environmental Policy Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NICET	National Institute of Certified Engineer Technicians
NIST	National Institute of Standards and Technology
NJDOT	New Jersey Department of Transportation
NJT	NJ Transit Corporation
NS	Norfolk Southern Railway Company
NSC	National Safety Council
NTP	Notice to Proceed
NTS	National Transportation System
OA	Office Automation
OAL	Office of Administrative Law
O-D	Origin-Destination

OMB	Office of Management & Budget
OSHA	Occupational Safety & Health Administration
PANY&NJ	Port Authority of New York & New Jersey
PATCO	Port Authority Transit Corporation
PATH	Port Authority Trans-Hudson Corporation
PE	Preliminary Engineering or Project Engineer
PI	Preliminary Investigation
PIN	Position Identification Number
PLS	Planning Study
PMS	Portable Message Sign or Pavement Management System
PPD	Project Planning Division
PPP	Public/Private Partnerships
PS&E	Plans, Specifications & Estimates
PTS	Positive Train Stop
RCE	Regional Construction Engineer
RDS	Radio Data System
RFP	Request for Proposals
RME	Resident Maintenance Engineer
RP	Regional Planner
ROW	Right of Way
SADD	Students Against Drunk Drivers
SEPTA	Southeastern Pennsylvania Transportation Authority
SHPO	State Historic Preservation Office
SIP	State Implementation Plan
SJPC	South Jersey Port Corporation
SJTA	South Jersey Transportation Authority
SLD	Straight Line Diagrams
SMS	Safety Management System
SSPC	Steel Structures Painting Council
SRI	Standard Route Identification System
STAA	Surface Transportation Assistance Act
STB	Surface Transportation Board (U.S. Government)
STIP	Statewide Transportation Implementation Program
STP	Surface Transportation Program
SWM	Storm Water Management
TAC	Traffic Advisory Committee
TAR	Travel Advisory Radio
TCM	Traffic Control Measures
TCP	Traffic Control Plan

TDM	Travel Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TMS	Traffic Monitoring System
TOC	Traffic Operations Center
TQ	Total Quality
TRAC	Transportation and Civil Engineering
TRANSCOM	Transportation Operations Coordinating Committee
TRB	Transportation Research Board
TS	Transportation Service
TS&L	Type, Size & Length
TSM	Transportation System Management
TTF	Transportation Trust Fund
ULI	Underwriter Laboratories, Inc.
USDOT	United State Department of Transportation
USGS	United States Geographical Survey
USFWS	United States Fish and Wildlife Service
UTCA	Utility and Transportation Contractors Association
UTIL	Utility
VASI	Visual Approach Slope Indicator
VFR	Visual Flight Rules
VMS	Variable Message Sign
VMT	Vehicle Miles of Travel
WZTC	Work Zone Traffic Control



The NJ Transportation Almanac
was prepared by the Office of the Commissioner
and published by the Office of Communications



Address all inquiries about this publication to:
New Jersey Department of Transportation
Office of the Commissioner
PO Box 601
Trenton, NJ 08625

